

THE COMMERCIAL MOTOR

FRIDAY, DECEMBER 19, 1958
ONE SHILLING

Cool, comfortable...and quiet!



The NEW **COMMER** 3-SEAT COMFORT CAB

DRIVERS enthuse over the new and roomy Commer forward control cab because it is so much *quieter*. Special insulation damps under-floor engine noise, at the same time keeping the cab interior fresh and cool, and reducing driving fatigue to a minimum.

as fitted to

OTHER OUTSTANDING CAB FEATURES ARE

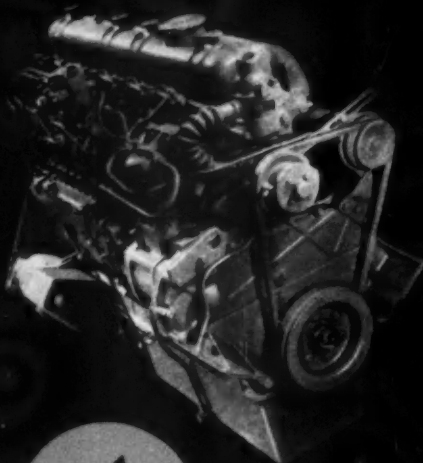
- ★ Imposing appearance. ★ Ample headroom.
- ★ Splendid visibility through panoramic one-piece windscreen.
- ★ Foam-rubber driving seat fully adjustable.
- ★ Large rear and corner windows.
- ★ Perfectly placed controls.

COMMER

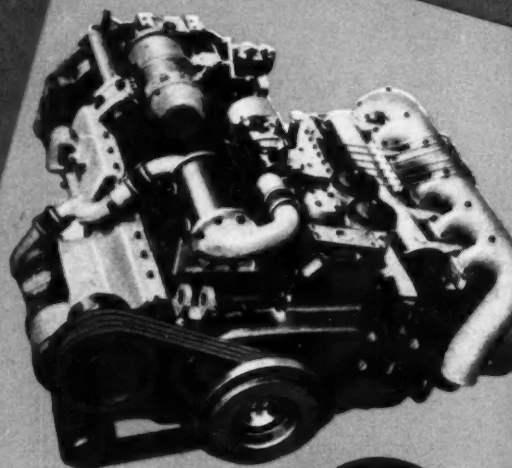
FORWARD CONTROL
4-12 TONNERS
petrol or diesel

ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDFORDSHIRE EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1



5.1
litres



15
litres

TORSIONAL VIBRATION DAMPERS FOR DIESEL ENGINES

Experience, essential in torsional vibration damping, ensures the success of Metalastik T.V. Dampers. For more than 20 years Metalastik has designed and manufactured dampers for world-famous engines.

Accurately predictable and sensitive to vibrations of even the smallest amplitude, these Dampers permit a greater range of r.p.m. without detriment to the engine.

Specially developed high-damping, heat-resisting rubbers are employed and behind every design is Metalastik's skill in vibration analysis combined with exhaustive testing and quality control.

For diesel and petrol engines of widely varying capacities.

The engines illustrated—two of the many diesels to which Metalastik Dampers are fitted—are, left: B.M.C. 5.1 litre and right: Saurer O.M. 15 litre railcar engine.

METALASTIK

METALASTIK LTD. LEICESTER



"My word! you look comfortable..."



"Certainly I am, this cab is a beauty."

"That job's a bit hard on the wagon, isn't it?"

"This HERON comes through all right; it's designed for the job. A custom built truck you know, made from the right stuff."

"My PAX II's just turning a hundred thousand and feels good for another."

"She certainly looks easy to load and unload, that platform is well down below average."

"Oh yes, but then Dennis specialise in low loaders and they have a dozen different ways of getting the deck nearer the ground."

"Dennis certainly think about the driver and they're the truck for me!"



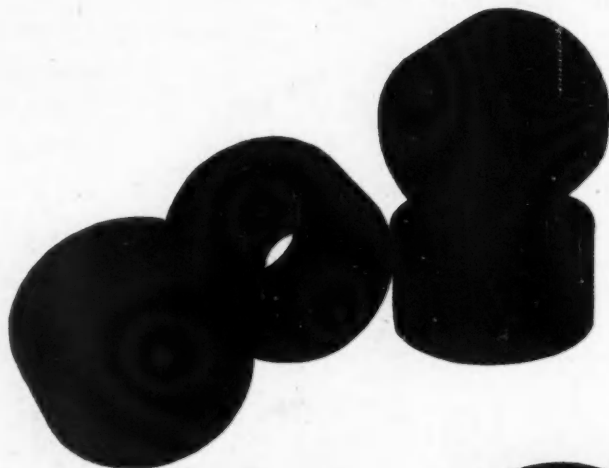
Dennis Vehicles are used extensively by large and important concerns throughout Industry and Commerce.

Like all DENNIS vehicles, they are designed to fulfil all possible transport requirements.

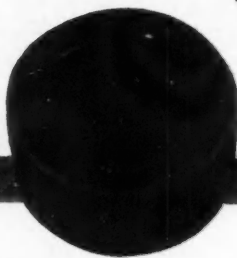
Fullest information and the name of your nearest distributor will be gladly sent you.

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= 3,000,000 ton/miles

The bonded rubber cushions in a LAYRUB coupling fulfil 4 essential demands:

- Suppress resonance
- Provide torsional flexibility
- Damp out engine vibrations
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LAYRUB Couplings have proved their efficacy and longevity in power transmission throughout the world. Specify LAYRUB with complete confidence—the tried and tested couplings that fit into every modern design.

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for
surplus
weight ?**

Carrying a 10-ton payload on a 20-ton 6-wheeler is unsound economics. Hence the Reiver. This lightweight 6-wheeler — 15½ tons g.v.w. — was specially designed to solve the problem of the 10-ton payload.

Costing less to buy and less to run than the full capacity 6-wheeler, the Reiver is guaranteed to squeeze every penny of profit from every load it carries.

Available in two wheelbases — 16' 1" for haulage and 12' 3" for tipping — the Reiver is powered by a 4 or 6-cylinder engine and fitted with 5 or 6-speed gearbox as required.

And — like every Albion — it is a 'tailored' job, built to last.

The 10 ton 6-wheeled
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is built for the right load
at the right cost

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THEY CAN CAN COAL IN FRANCE



Charbonnages de France (the French coal authority) have found a clean, easy way to deliver coal—by packing it in corrugated sheet steel. This pack is a specially designed triangular jerrican holding 33 pounds of coal. The coal is delivered in the can, to be tipped from it straight into the stove or grate, thus avoiding the dusty, dirty shifting of coal from sack to cellar to scuttle to fire.

STEEL'S VERSATILITY

This is only one example of the many uses of sheet steel. Others more familiar (though no less enterprising) include sheet steel for railway carriages and wagons; guttering and steel ducting; kegs, drums, cans and cisterns; oil stoves, washing machines, refrigerators and office furniture.

The motor car industry in particular has used the increasing versatility of sheet steel to good advantage. The strength and flowing lines of today's motor car body reflect the continuous improvement in steel qualities to suit modern press shop practice.

CONSISTENT QUALITY

Powerful presses shape a flat sheet of steel in smooth curves and crisp contours forming body panels, wings and doors—strong, light and free from distortion. Pressings such as these with their bold moulding and intricate detail require steel of consistent quality and ductility.

By its concentration on the wide continuous strip mill process, The Steel Company of Wales has been able to supply such steel in the necessary quantity, thus making a substantial contribution to the development of the motor car industry.

INCREASING QUANTITY

The Steel Company of Wales was specifically formed to meet the growing demand for high quality steel of this type and it already makes over one-third of Britain's sheet steel. Research and development continue: new plant, planned and under construction, will push production up and up.

It has always been the policy of The Steel Company of Wales to pay particular attention to customers' specific problems, and to ensure that its products are "tailor-made" to individual requirements. If you have an industrial problem which sheet steel might help to solve, it will be worth your while to write to us or telephone Port Talbot 3161. We believe we can help.



THE STEEL COMPANY OF WALES LIMITED

Steel Division: Abbey Works, Port Talbot, Glam. Telephone: Port Talbot 3161. Telegrams: Steel, Port Talbot

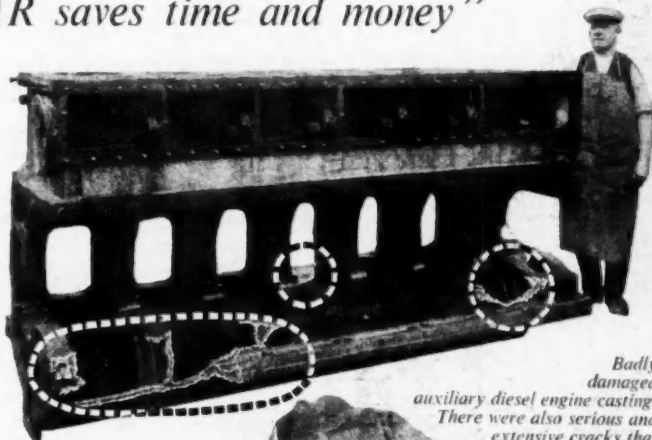
A WISE ENGINEER tells his Captain...

"BARIMAR saves time and money"

Auxiliary engine mishaps on a liner are a worry to captain and chief engineer alike. These sizeable engines generate electricity for light and power, and when one breaks down a "stand-by" must be pressed into service at once, otherwise the smooth running of the ship and the amenities the passengers expect are likely to suffer. When a breakdown happens, the ship's wireless "gets busy," and by the time the ship reaches port, arrangements have been made for the repair of the damage.

Breakdowns due to cracks or fractures in castings of this kind, are obviously "rush jobs" for the resourceful Barimar.

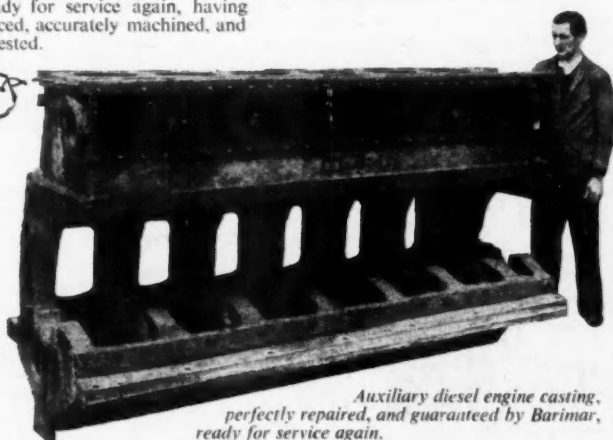
The illustration shows the main casting of a ship's auxiliary diesel engine. Notice the size of it—observe the pieces of the casting that are broken away. There was other damage too—serious and extensive cracks in the "well" of the casting—they cannot be seen in the picture. All-round-the-clock relays of Barimar welders tackled this hefty job and, within a few days, the damaged casting was repaired as good as new and ready for service again, having been reinforced, accurately machined, and thoroughly tested.



Badly damaged auxiliary diesel engine casting. There were also serious and extensive cracks that cannot be seen in this picture.



A new casting would have cost infinitely more than the repair by Barimar scientific welding, and could not have been re-installed in the ship so promptly. Along with the re-conditioned main casting went the well-known tag—the Barimar Money-back Guarantee—familiar to ship-owners and ships' engineers all over the world. There is no damage to diesel engines beyond the skill and resourcefulness of Barimar. For Scientific Welding in all its aspects, and in every kind of metal, Barimar has been supreme for over half-a-century.



Auxiliary diesel engine casting, perfectly repaired, and guaranteed by Barimar, ready for service again.

ACCIDENTS HAPPEN TO THE FINEST MACHINERY. Save time, money, and anxiety, by telephoning Barimar immediately. Their advice, and experience, is at your service—at any hour of the day or night. Please remove fittings, and consign all transportable damaged parts CARRIAGE PAID to the nearest Barimar address. Post instructions or orders. When it is impossible to transport damaged machinery, Barimar experts operate ON THE SPOT.

BARIMAR

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Most Breakages to Motor Parts can be repaired by Barimar at a Big Saving on the Cost of New Parts.

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CYLINDER HEADS: Broken and cracked heads, cracked and worn valve seats, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads, cracked stud ALUMINIUM.

CRANKCASES: Fractures caused by broken connecting rods and run big-ends, broken-off bearing arms, smashed sumps, cracked stud housings, broken bearing threads, IRON, ALUMINIUM OR ELEKTRON.

CRANKSHAFTS: Broken across web or journal, cracked, scored, threads stripped, splines or tapers worn.

TRANSMISSION: Cracked or broken gearbox and axle casings, damaged gear teeth, worn splines and tapers, fractured shafts, cracked differential casings.

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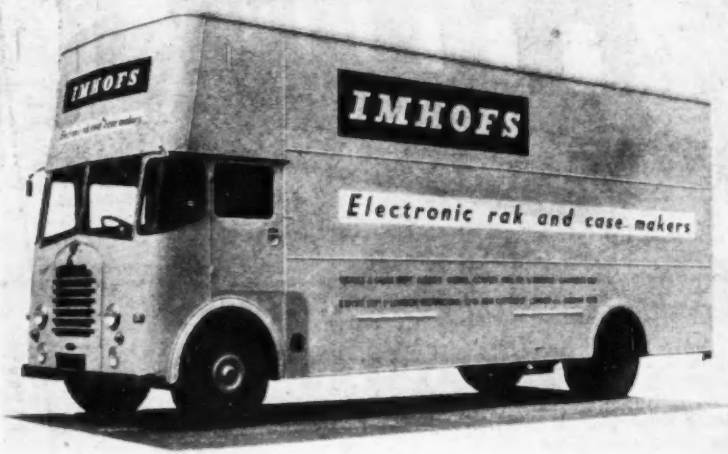
W.W.

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The attractive large capacity vehicle illustrated was "Capital" designed and built for the well-known electronics firm.

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The **SCAMMELL HIGHWAYMAN**

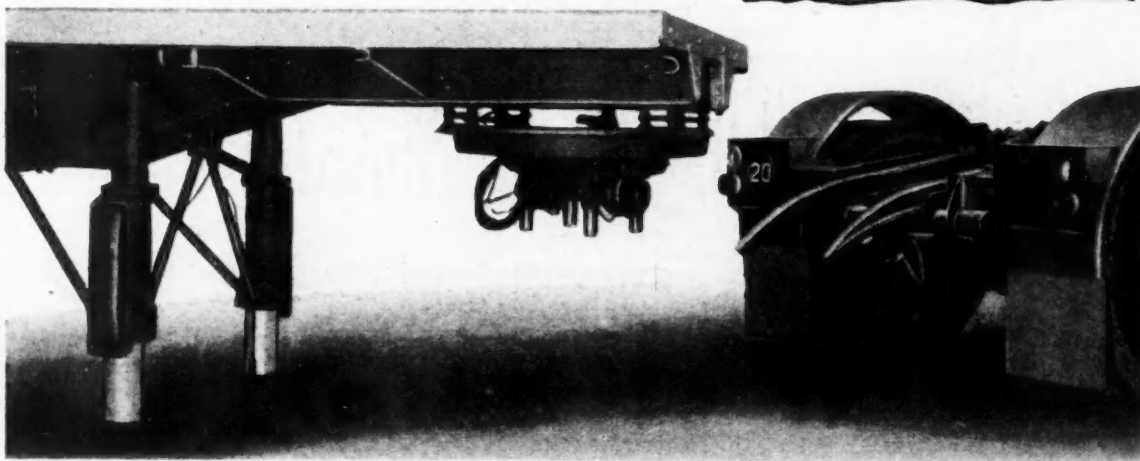
with heavy duty
fully automatic
telescopic leg
coupling gear

Suitability of purpose and reliability are symbolic of the Scammell HIGHWAYMAN range of articulated vehicles. The Heavy Duty Automatic Coupling Gear is an additional feature which commends itself especially to operators who use various types of semi-trailers in turn to meet seasonal demands or as mobile storage containers—a particular asset where storage facilities are limited—also to long distance haulage contractors for simple and speedy changeover of semi-trailers at interchange points on the road. Telescopic support legs on the semi-trailer and the locking hook release are operated by air pressure while instant coupling and uncoupling is effected without the driver leaving his seat.

Particularly featuring driver comfort, the new HIGHWAYMAN cab has a panoramic windscreen and large rear windows for clear all round vision. Provision is made for built-in heating and demisting, screen washers and radio.

The HIGHWAYMAN range includes tankers, hoppers, pressure containers for powdery and granular materials, and machinery transporters each forming a completely design-matched articulated vehicle to meet the particular requirements of the industries concerned.

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PURPOSE-BUILT
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TO
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Scammell HIGHWAYMAN articulated 8-wheeled triple compartment, frameless 3,800 gal. capacity acid oil tanker, fitted with Scammell Heavy Duty Automatic Coupling Gear.



Scammell HIGHWAYMAN articulated 8-wheeled frameless powder transporter with air pressure assistance for discharging load to a height of 100 ft. or for a distance of 1,000 ft. horizontally. Fitted with Scammell Heavy Duty Automatic Coupling Gear.

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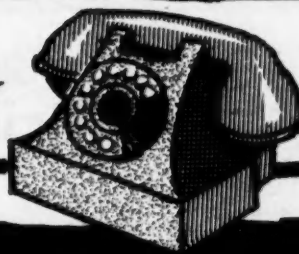
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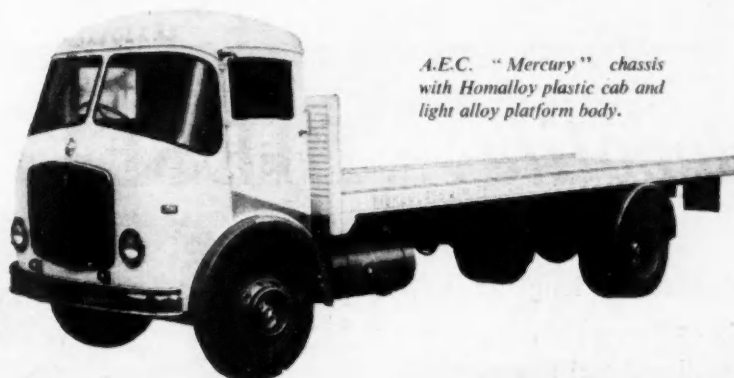


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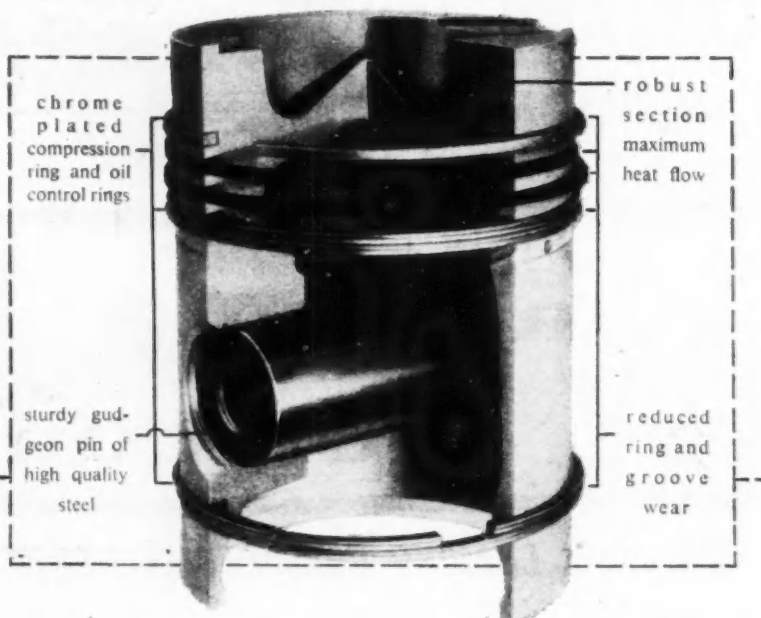
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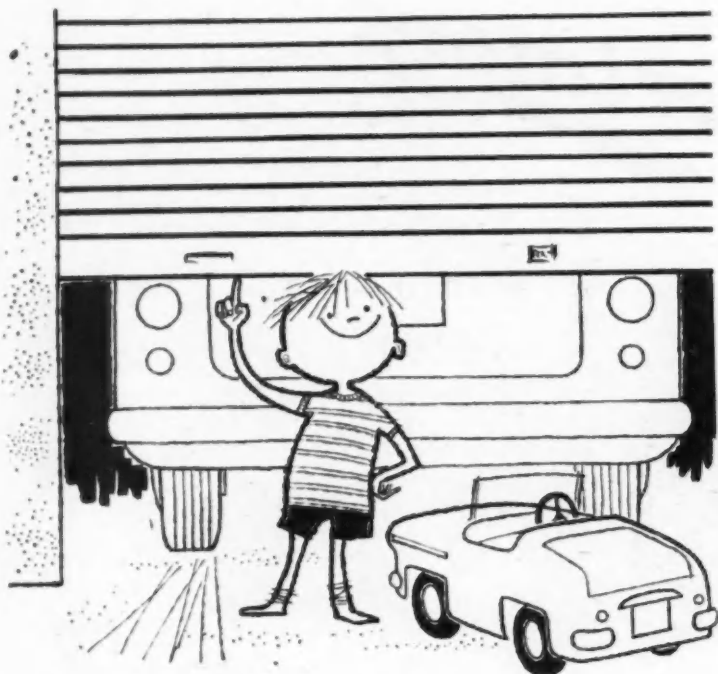


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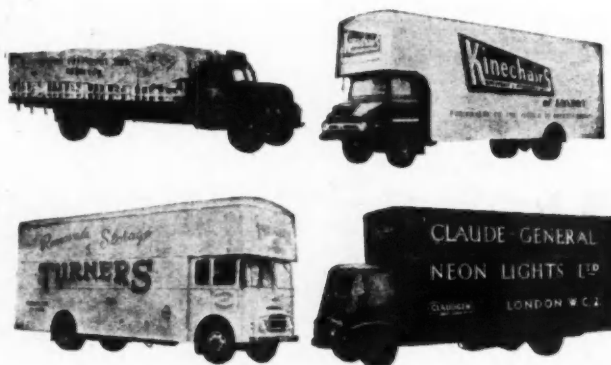
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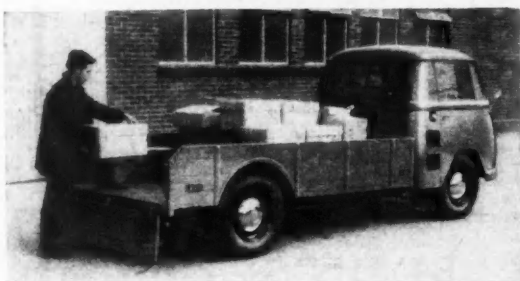
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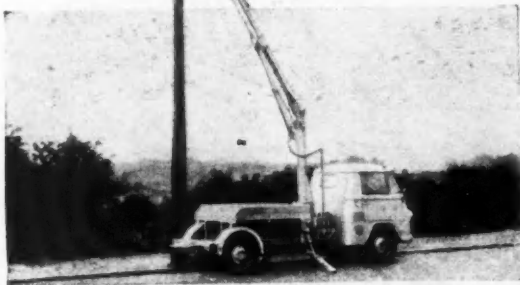
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25 cwt LOW LOADER TRUCK

The floor height of only 1' 10", made possible by the use of front wheel drive, reduces loading difficulties to a minimum. Provides swift, smooth, steady transport for all types of load.



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Overall height in lowered position under 10 ft. Maximum working height 25 ft. Working arc 180°. The platform is hydraulically operated from power derived from vehicle engine and controlled from platform itself. *One man operation.*

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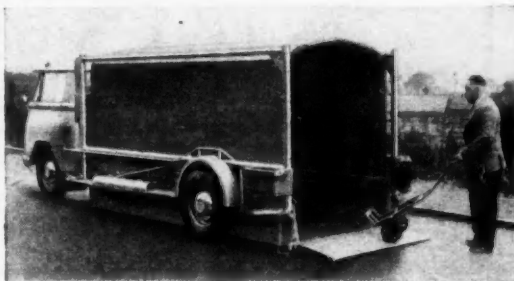
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25 cwt HYDRAULIC ELEVATOR TRUCK

Loading and off loading at different levels need no longer present any difficulty; and the necessity for loading bays and ramps is abolished. Infinitely variable loading platform; simple control; *one man operation.*



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Carries 6 men and 15 cwt of materials. Available with high or low loading body. Stiffly braced and robust tubular chassis, front wheel drive and independent suspension on all wheels ensure smooth riding over rough ground.



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Immediate delivery of all Standard sizes from stock

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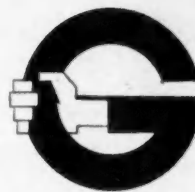


Whatever type
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GIRLING BRAKE SYSTEM

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Backed by 25 years experience



Back on the HAUL...again!



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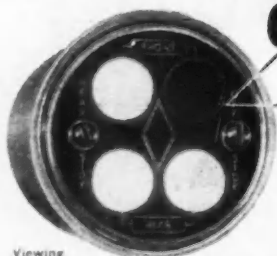
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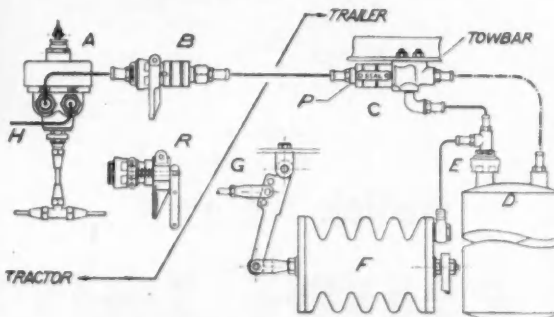
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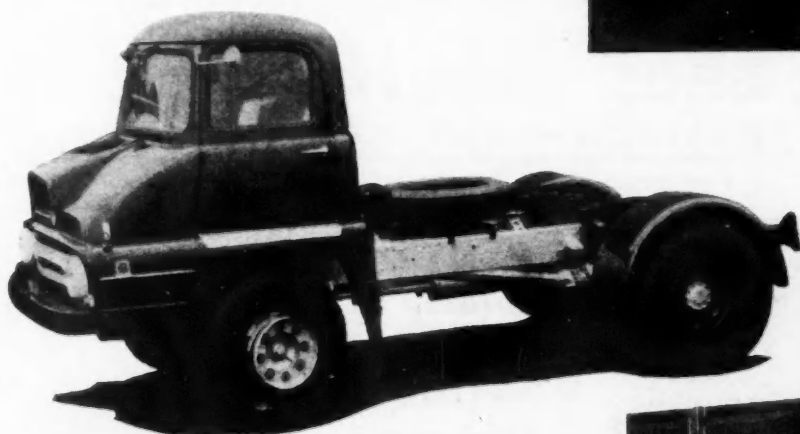
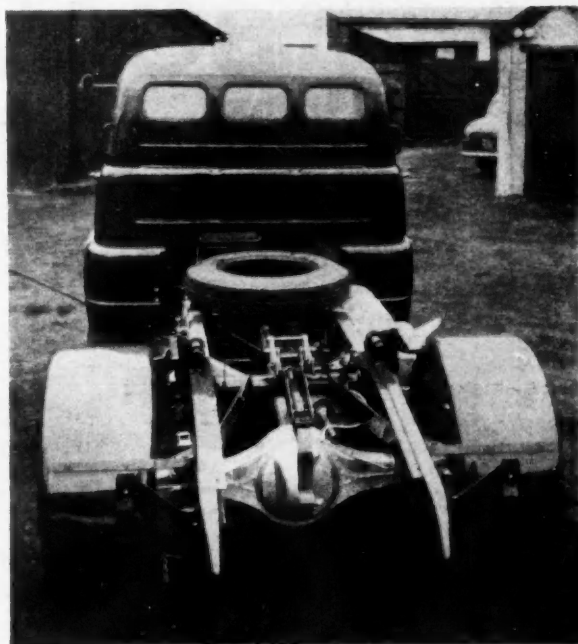
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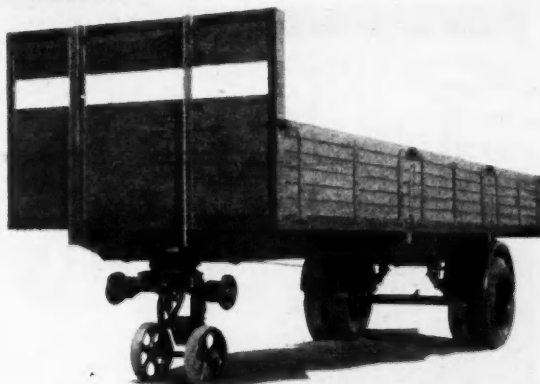
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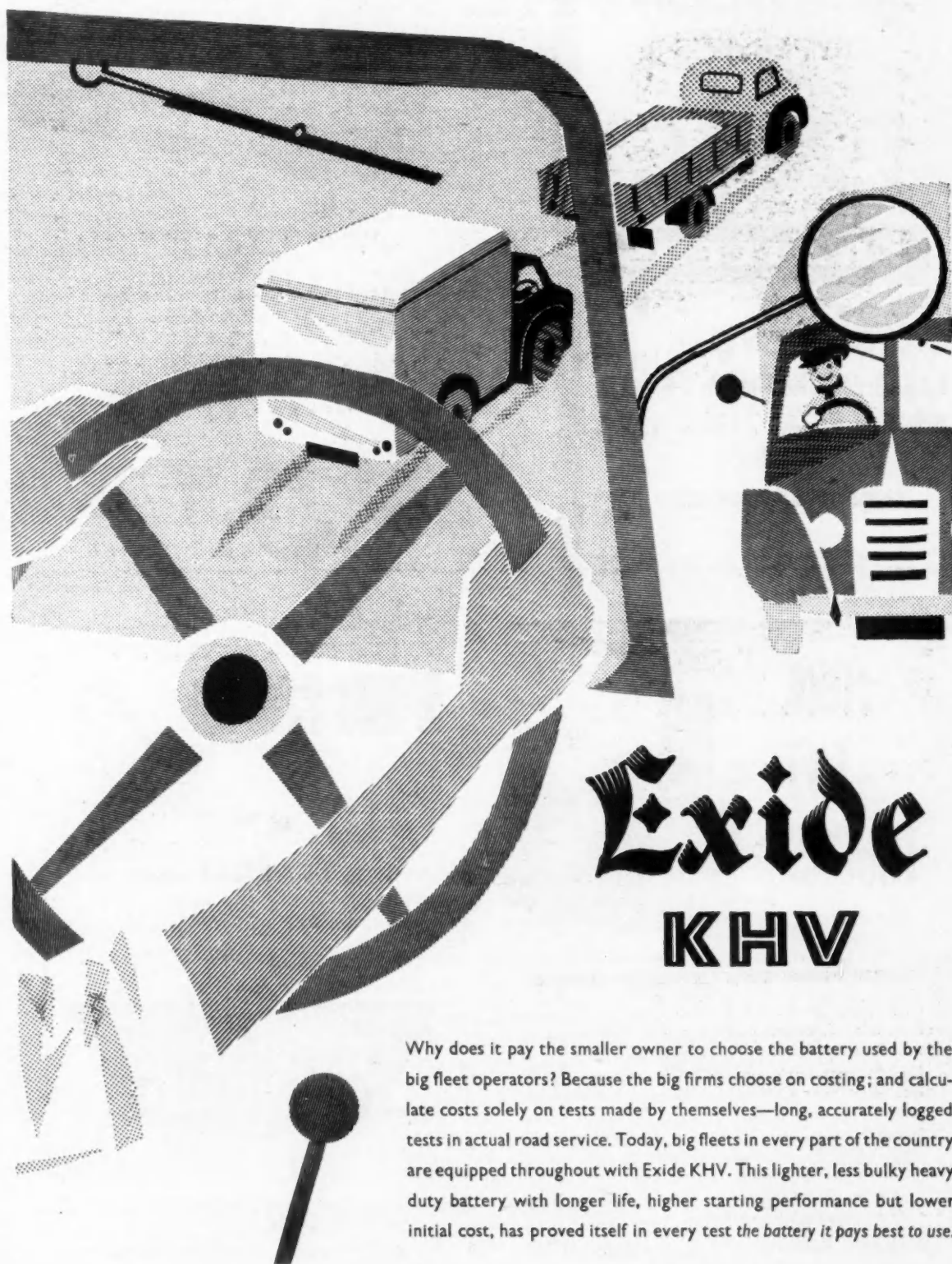


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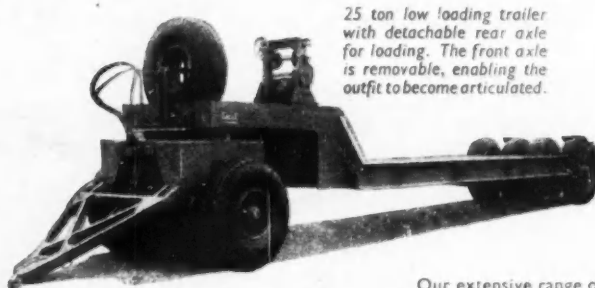
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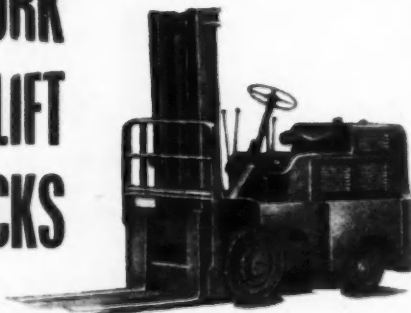
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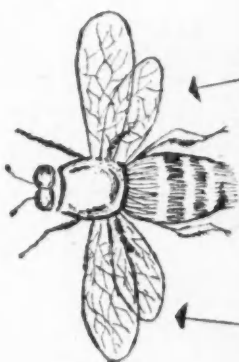
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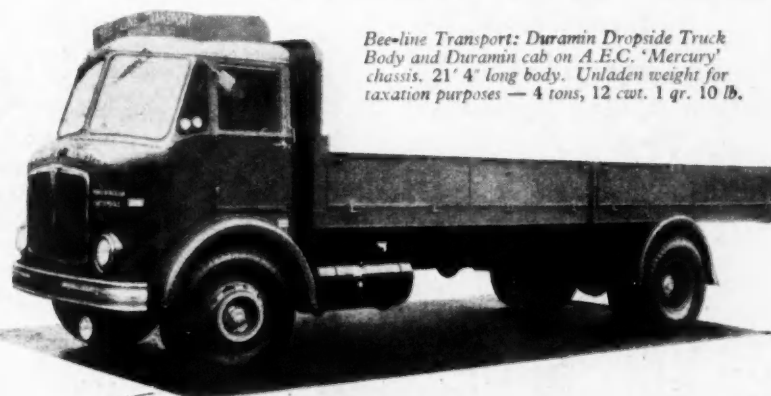
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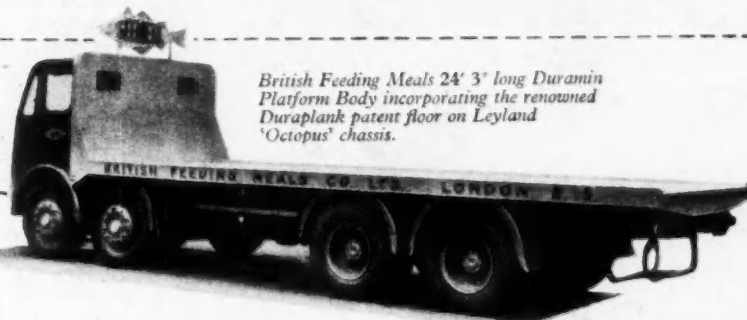


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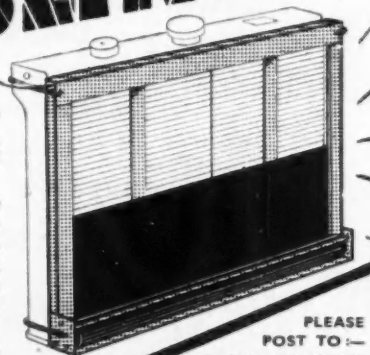
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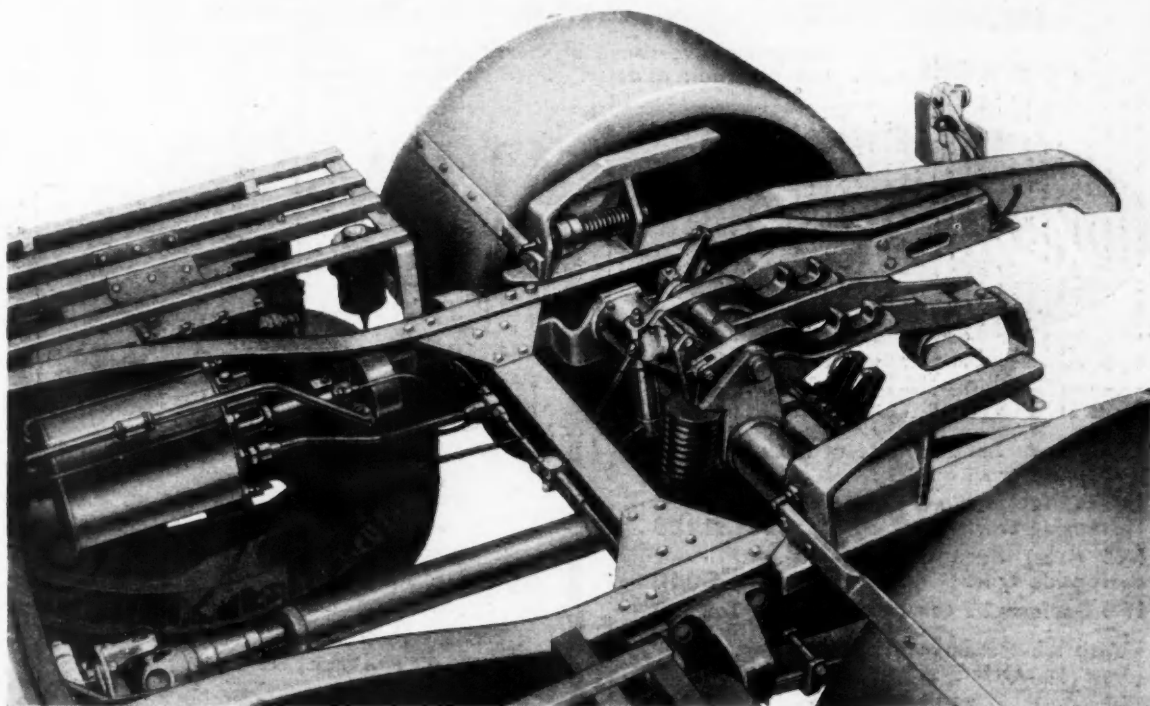
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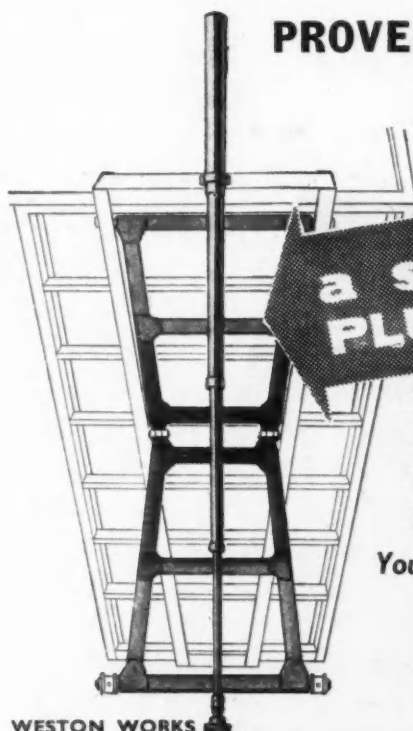


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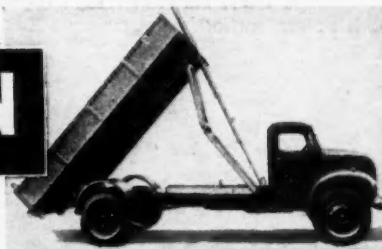
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Save the Bus

QUITE a number of gloomy prophecies has been made recently in connection with the future of the bus industry, and the paper on wages read last week before the Institute of Transport, together with the discussion that followed, failed to lift the depression.

It is well known that many operators in this field are at present finding great difficulty in making their receipts cover their expenditure. So far the main hopes have been based on the employment of one-man-operated vehicles—perhaps of smaller carrying capacity—and the possibility of a reduction, or even the removal, of the onerous tax on petrol and oil fuel.

As regards the latter, recent remarks by the Chancellor of the Exchequer might be taken to indicate that the hope is somewhat nebulous, although much could happen in the course of a few months to modify his views on the matter.

Higher Costs, Fewer Passengers

The causes of the financial problem are not far to seek. Wages have increased out of proportion to what the vehicles are earning, whilst strikes and the general trend of events have reduced the average number of passengers by something like 10 per cent.—a figure which is more likely to grow than decrease, failing adequate steps to "arrest the rot."

The main question therefore arises as to what can be done to improve matters. It seems well-nigh impossible to persuade the unions concerned and particularly some of their belligerent members who seem so eager to institute sporadic and unofficial cessations of work, that constant demands for pay increases are against their own interests, but has everything practicable been done to reduce operating costs and attract the public?

Hitherto, when fares were comparatively low, it has been found possible to raise them, but we have now overreached the point of increasing passenger resistance, so that this means can no longer be relied upon except in a limited number of cases.

Traffic congestion has been another difficulty, for it means that the overall reduction of speed decreases the earning capacity of the vehicles concerned, for fewer people can be carried in a specified time. In some instances the attempted cure has been to add to the number of buses, thus merely aggravating the position

Wages Have Largely Overtaken Profits but Big Economies May Still be Possible

inconvenience to the public, despite attempts at "working to rule." It may well be that this is a step in the right direction, but the fullest possible benefit will, in the opinion of *The Commercial Motor*, not be felt without some drastic changes in the vehicles employed, and this will require the closest co-operation between the operators and the manufacturers.

There must be a general speed up of the vehicles by providing rapid but smooth acceleration and braking to avoid loss of time between stops, and this responsibility should largely be removed from the drivers. This means that the control should be made much more automatic and more like that of a trolleybus, in which the rate of acceleration is virtually controlled by the makers. A similar limitation should apply to normal braking, which should be smooth but powerful, and, possibly, even regenerative.

Vehicles with a faster average speed would mean the possibility of a considerable reduction in numbers, and this with no hardship for the public, as people would not be required to wait longer at stops. The flow of passengers would be the same, or perhaps larger, more comfort would be assured, congestion would decrease and smooth running would undoubtedly exercise a beneficial result upon maintenance costs in respect of chassis, body and tyres.

Public Transport an Essential

Undoubtedly, all this will have to be combined with the fairly stringent regulation of parking, for public transport is most essential and must not be allowed to decline. However many people may prefer their own means for transport, there will always be millions amongst the very young and elderly who will prefer to travel by bus or who are incapable of transporting themselves in any other way.

If such a scheme as that suggested can be worked out and put into practice, it may also help to solve the problem of retaining those country services which at present are found so difficult to maintain at the expense of what were, formerly, the much more remunerative routes.

Now there is a tendency in the other direction. That is to decrease the number operating over certain routes. In London this is being achieved with little

Motorway Kindergarten

MANUFACTURERS and operators would be well advised to make use of Preston by-pass—classified as a motorway—as a training and development ground for the larger motorways-to-be, the first of which is scheduled to be opened in a year's time.

It should not take drivers long to become accustomed to the technique of driving at high speeds. Attention should be given, however, to the provision of such items as large, rigidly supported mirrors; powerful horns; effective windscreen wipers (if possible, with windscreen washers, because of the greater distance travelled by spray when thrown up from fast-moving vehicles); and conveniently placed light switches to enable flashing signals to be given as a warning when overtaking.

Preston by-pass could also be used by operators to gain some idea of the average speeds likely to be set up by their vehicles on longer motor roads, such as the London-Birmingham motorway. Runs made last week by *The Commercial Motor* showed that, even with clear traffic, a vehicle capable of more than 70 m.p.h. had to be driven hard to maintain an average speed of little more than 50 m.p.h. over the 8.26-mile-long by-pass. Gradients and overtaking can reduce average speed by some 20 m.p.h. below a vehicle's maximum speed. This difference would not be constant, because a vehicle

capable of a maximum speed of, say, 50 m.p.h. would probably be able to put up an average of 35-40 m.p.h., given reasonably clear conditions.

Operators and manufacturers should seek advice from their tyre suppliers as to whether the tyres fitted to their vehicles will be entirely safe when running for long periods at maximum speed and, of course, brake maintenance assumes even greater importance on such roads.

It need hardly be added that it would be most unwise for operators to let drivers who are known to be of a reckless nature take heavy vehicles on such roads. The slightest foolhardiness at 50-60 m.p.h., even on a three-lane carriageway, such as will be provided between London and Birmingham, could lead to serious accidents. Apart from their immediate, unfortunate results, they might cause the Minister of Transport to impose speed restrictions on both cars and commercial vehicles and thus remove much of the benefit of a motorway system.

Particular care must be taken when approaching and leaving the motor roads and drivers must become accustomed to making the most of their available acceleration. Preston motorway provides ample scope for such initiation and maximum advantage should be taken of the experiment.

Passing Comments

Boys of the Old Brigade

A SUGGESTION has been made to *The Commercial Motor* that many of the older members of the road transport industry, on the operating, manufacturing, selling and, possibly, publicity sides, would like to get together while they are still in harness, and perhaps be joined by some who have recently retired.

Probably, this would entail a comparatively early dinner with a few short remarks, followed by a general "mixing up" to afford an opportunity of chatting with old friends. Arrangements for this could easily be made, provided that adequate support were promised, and the venue and other details could be a matter for discussion by a suitable committee. It might be found advisable to impose a minimum age limit of, say, 60 years. This is a comparatively young industry and many of the people engaged in it since its earlier days have either recently left or are verging on retirement and with some there are not many opportunities of meeting.

Given sufficient backing, *The Commercial Motor* would be pleased to arrange such an event, and would be glad to receive preliminary advice from those who would probably be able to participate and help in forming a committee.

One of the most interesting and appreciated of the few social occasions which took place during the last war was the Get-Together Luncheon held by this journal at The Connaught Rooms in January, 1943, when the applications for tickets were almost overwhelming, and eventually over 500 sat down to a meal from which the last left at dinner time. Fortunately, the demand on accommodation was not then so heavy. It was for the majority an opportunity of meeting which had not been available since the commencement of hostilities, and it was only the restrictions on meals brought into force soon afterwards which prevented repeating the event.

A28

A Seasonable Award

A USEFUL, if early and unexpected, Christmas box has been received by Mr. N. Palliser, for 25 years employed by the Goodyear concern. A year ago he submitted an idea for regrounding the circular knives used on a machine employed in tyre manufacture. This was approved and he received a provisional award of £10. After further consideration the suggestion committee, having discovered how much money the idea saved the company in a year, decided to raise the award to £50, and consequently he received a further £40.

The scheme has now been running for some 30 years and has involved the payment to employees of many thousands of pounds for ideas in connection with their work and safety.

A Transistorized Ignition System

ALTHOUGH oil engines are rapidly gaining ground there is still considerable interest in petrol power units and any improvements or developments pertaining to them.

In this connection, attention may be drawn to the new American Auto-Lite ignition system, although this is not yet in use, except experimentally. It employs electronic units and a sparking plug quite different from the normal type and claimed to have a life of at least 30,000 miles. Moreover, the plug has such a wide heat range that it can function in many different types of engine without the complication of having to select "hot" or "cold" varieties to suit the conditions.

The Auto-Lite plug has a body resembling that of the ordinary model, but the central electrode is much fatter than usual and ends flush with the body. The space between the two is filled with a semi-conductor, and the final effect is a surface discharge lasting longer and covering a much greater area than the normal spark.

The electric supply to this plug is also quite different and its production more complicated. Direct current from the battery is passed to a transistor oscillator, which converts it into high-frequency alternating current. This passes to an inverse voltage rectifier which converts it into rapidly fluctuating direct current with a high-peak voltage, and then to a special distributor designed to deal with these voltages.

Another addition is an oil-filled discharge capacitor which stores the electricity developed while the distributor rotor is between segments, and releases this each time the rotor is aligned with a segment. The result is that quick surges of high-voltage current reach the sparking plug, instead of the single surge of the conventional system.

The advantages claimed are a long-lasting hot spark which will be produced even under the highest compression pressures expected in the future, there are no contact-breaker points needing adjustment and only one moving part, whilst fouling of the plugs is not experienced.

From the Frying Pan . . .

EASING traffic pressure in a main street may be advantageous, but is not always carried out wisely, as seems to be the case in a certain Sussex town. Here the police have lately allowed vehicles to park in a narrow branch of a cross-roads, which has a blind entrance and a bus service; also a "Halt" sign at its junction with the main stream of traffic. Now drivers turning into this road find the near side blocked by the parkers and the other side by the "halters," with cyclists riding precariously between the lines. This may ease pressure on the more important thoroughfare, but there is a local feeling that the police are simply "passing the buck."

Engineering and Industrial Design

WHAT is the connection between design engineers and industrial designers? The former makes a machine which he hopes will work, and not particularly as something to look at. The industrial designer may know little about the efficiency of a product, but he may be convinced that he knows what it should look like. Joint working between the two may prove satisfactory, but it is often found that the result of independent working on the same product can be disappointing.

As an example of this, applied to cars, it is being said that "stylists" in some of the American motor factories have attained priority over the design engineers and it is by no means certain that the American public have appreciated the results. Perhaps that is one reason why British vehicles are winning considerable success in the U.S.A.

The important men in industrial design are becoming aware that affairs are not all that they should be, and in recruiting staff they are not confining selections to those with purely artistic attainments, but are requiring those who also have a knowledge of design engineering. "Artistic" claims are, however, much more difficult to evaluate than diplomas for hard work in college and sound workshop training.

Commercial vehicles may not, as a rule, require so much attention from those with "dual" personalities, except in the case of certain classes of bodywork and, of course, in such vehicles as touring coaches, as apart from the somewhat "loud" models which appear to be appreciated by so many trippers.

One Hears

Of Sir Henry Spurrier applying the spur to young engineers.

That some 40 per cent. of trade unionists disagree with any political levy on members.

That the six "little nigger boys" have been dispensed with in the latest Lucas 12-volt battery.

That many a deserving "good cause" would be the loser if, as "The Hawk" suggests, the guinea were to be abolished.

That amongst the "good causes" which might suffer are journalists.

That a Leyland Comet oil engine has been presented to the Internal Combustion Engineering Department of the Indian Institute of Science, Bangalore, by Ashok Leyland, Ltd.

That a Rotarian visitor to the U.S.A. was surprised at the number of advertisements for the movement that he saw on the roads, until he discovered that "Rotary Ahead" meant that he was approaching a roundabout.

That the "Hop on a Bus" campaign can make queuers hopping mad.

That New York has nearly 12,000 taxicabs and Washington 9,000.

That many operators who are interested in braking are becoming more "disc-erning."

That the transport of goods by road in Sweden has doubled since 1950 and now, in 120,000 vehicles, represents over 80 per cent. of the total conveyed over land.



"Watch it Bert!—That's my 'ouse!"

C Licences: Labour Will Not Define Their Policy

By Our Parliamentary Correspondent

DESPITE a number of point-blank questions in the House of Commons last week, the Socialists refused to be coaxed into revealing their plans for C licences should they return to power. The future of C-licence operation was very much in the minds of M.P.s who spoke in the debate on British Railways, whilst the competition the railways are facing from road transport was also a major topic. The House approved without a division the second reading of the Transport (Borrowing Powers) Bill, which will allow the British Transport Commission to borrow a further £600m.

The Minister of Transport, Mr. Harold Watkinson, explained that the money was part of the sum which was, in effect, pledged in 1954, when the Government had said they would back a railway modernization plan. He revealed that the Commission are to institute a far-reaching inquiry into the speeding-up of railway modernization, with the object, among other things, of saving an extra £10m. a year.

Mr. Watkinson gave details of various ways in which British Railways were attempting to meet the serious losses they had incurred in traffic and revenue. For instance, the electrification of the London-Manchester and London-Liverpool main lines would be speeded up by several years. In fact, it was now hoped to complete this work by 1963 instead of 1968.

But even the Minister felt himself obliged to mention the C licence issue. He recalled that only 250,000 C licences were issued in 1947 compared with well over a million in 1958. The number was still increasing.

"What Will You Do?"

"I would be very glad," he said, "if the Opposition spokesman would tell us what the Opposition intend to do about C licences. Do they intend to limit them?"

However, Mr. Ernest Davies, from the Opposition front bench, would not be drawn into exact statements of the Socialists' intentions. He confined himself to reiterating the well-known Socialist view that Britain should have a "fully planned transport system."

He did say that nobody wanted to halt the growth of private transport because it was a natural growth. Sometimes it was more economic for goods to go in vehicles owned by those who produced goods; it was certainly more economic for many goods to go by road.

He went on: "It is economically foolish to allow the vast capital investment in the railways, which are still capable of carrying a great volume of traffic as economically and, in many cases, more economically than the roads, to become redundant. It is also uneconomic to allow our roads system to be unnecessarily cluttered up with such traffic. It is equally foolish for the railways to carry traffic which could more economically go by road."

It was necessary that goods were

carried by the most economical form of transport. In the long run that could not be done unless there was a planned transport system in the country.

Mr. John Peyton (Cons., Yeovil) forthrightly asked: "What we want to know is whether, if returned to power, the Socialist party intends to nationalize C-licence vehicles."

Mr. Davies denied that Labour had ever proposed that C-licence vehicles should be nationalized. All that had been suggested was that they should be restricted in one form or another. "There is a large number of ways in which that can be done, including restriction by distance and by weight."

Should be Common Carriers

Another Socialist, Mr. Ernest Popplewell (Newcastle upon Tyne West) said that if road competitors and C-licence holders were to carry commodities they should have common carrier obligations as the railways had. The independent survey made in 1952, when there was a far smaller number of C-licence holders than today, suggested that they were carrying more than 50m. tons of goods over a 40-mile radius. In doing that they were in an extremely privileged position.

"They are the people who can select what traffic they like," said Mr. Popplewell. "They have a selective market and operate under extremely favourable conditions, to say the least. They have no common carrier obligations nor anything of that description. They are grossly inefficient in their operations. The empty travelling of their vehicles reaches astronomical mileage figures per year."

Only a Third for Hauliers

It was estimated that out of an annual expenditure of about £1,000m. on road haulage, only about a third went to the public haulier. The railways' real competition was not from B.R.S., who were extremely fair, but from the private haulier.

Another estimate was that 19 per cent. of C-licence holders were carrying more than 16.5 per cent. of the total amount of goods carried by road over a 40-mile radius. If the Minister wanted to be helpful and to serve the best interests of the nation as a whole, those were some of the things he should deal with in an effort to get a co-ordinated system.

THE
COMMERCIAL
MOTOR

*Extends Christmas and
New Year Greetings to
All Members of the Road
Transport Industry*

Higher Pay for Bus White-collar Staff

INCREASES in salary varying from 2s. 6d. to 10s. a week have been granted by individual bus companies to all clerical, supervisory and administrative staffs. They cover companies in the Tilling and B.E.T. groups and take effect between October 25 and November 10.

Lancashire United Transport, Ltd. have granted a 4 per cent. increase from November 3.

The new terms were negotiated by the National and Local Government Officers' Association, Transport and General Workers' Union and National Union of Railwaymen. As reported in *The Commercial Motor* on November 7, they claimed an increase of 7s. 6d. a week for all adult clerical staff, with larger amounts for higher grades.

An official report on discussions between the three unions and Sir Brian Robertson, chairman of the British Transport Commission, for the establishment of negotiating machinery for clerical and supervisory staffs of B.T.C. bus companies (*The Commercial Motor*, November 28) was considered by N.A.L.G.O.'s service conditions sub-committee last Saturday. The discussions are stated to have been "fairly satisfactory."

Service conditions for inspectors, foremen and certain others employed in municipal transport undertakings are being reviewed by N.A.L.G.O.'s transport advisory committee.

LOW-FRAME TRADERS UP TO 5 TONS

AS originally forecast, when the Thames Trader range was introduced in May, 1957, a subsidiary range of low-frame models of 1½- to 5-ton capacity is to be put into production at the beginning of next month. These new chassis are available only with four-cylindered engines—either oil or petrol—and other than the frame, which is cranked over the rear axle, and springs, the chassis specifications are similar to those of the normal Traders.

The new chassis have been introduced to cater for the needs of operators who require maximum body space and a low floor line with wheel-arches. Specially designed springs lower the frame heights by some 9 in. compared with the standard chassis.

Prices range from £750, including purchase tax, for the 1½-ton chassis with petrol engine, to £1,113, including purchase tax, for the 5-ton oiler.

40% Change in User Must be Justified

THE question of normal users covering A-licence vehicles is an important one, and witnesses must prove need for a change amounting to 40 per cent. This was stated on Monday by Mr. J. R. Lindsay, North Western Deputy Licensing Authority, when he adjourned an application at Wrexham by Mr. R. M. Shawcross, Gwernfield, Mold, for the renewal of an A licence with the user modified for the carriage of steel.

A supporting letter from John Summers, Ltd., Shotton, was produced, but Mr. Lindsay rejected it on the grounds that it was vague and addressed to no one in particular.

Answering Mr. G. H. P. Beames, for British Railways, Mr. Shawcross agreed that his vehicle was a tipper when acquired in 1955, and that a platform lorry was substituted the following year. He said he was now carrying steel for John Summers which amounted to 40 per cent. of his total work.

Mr. Beames told Mr. Lindsay that an important question of principle was involved. There had been a change in the nature of the business.

For Mr. Shawcross, Mr. J. Edward Jones claimed that it was going too far to suggest that every change in user must be declared while the licence was in force. Sixty per cent. of Mr. Shawcross's work was still within the original user.

Adjourning the case, Mr. Lindsay said the modification would not be granted if evidence was not forthcoming.

HAULIER FOR 25 YEARS WITH PRIVATE CAR

AFTER doing small haulage jobs in the mountainous districts of Montgomeryshire by private hire-car and trailer from Machynlleth for 25 years, Mr. G. A. Reason, a garage proprietor, bought a pick-up—and then discovered that he needed a B licence.

At Newtown, on Tuesday, he told the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, that he had carried cows, sheep, pigs, building materials, feeding stuffs and other goods in a taxi and trailer over distances up to 100 miles.

Questioned by Mr. J. Edward Jones, for three road objectors—H. G. Evans, G. S. Hughes, and Humphreys and Roberts—Mr. Reason said he knew that if he altered the vehicle he would need a carrier's licence. He had also used a trailer for more than 20 years.

Mr. Lindsay said it was quite clear that Mr. Reason needed advice, otherwise he would be in serious trouble. He was asking for 100-mile radius to carry anything, so the matter should be adjourned.

At this, Mr. Reason objected that if his work stopped he would lose his living. Mr. Edward Jones added that the objectors would not oppose the grant of a short-term licence for general goods within five miles, excluding livestock.

Granting this licence, Mr. Lindsay said there might well prove to be a local need, but long-distance haulage must stop. In any case, the pick-up was an unsuitable vehicle for the carriage of livestock.

Thought Licence Radius Was Picking-up Area

UNTIL he was prosecuted for carrying livestock outside the 25-mile radius of his B licence, Mr. G. E. Evans, a Llangollen haulier, believed he could carry any distance for his own customers who lived within the 25 miles.

The North Western Deputy Licensing Authority, Mr. J. R. Lindsay, was told this at Wrexham, on Monday, when Mr. Evans applied to extend the radius from 25 to 100 miles for the carriage of livestock.

William Bros. (Denbigh), Ltd., F. Hannaby, J. Jones, A. H. Thomas and Sons, and British Railways objected.

Mr. J. Edward Jones, for Mr. Evans, said he had two other vehicles, one on public A and one on contract A licence. All were mainly engaged in livestock carrying. Increasing work outside the 25-mile radius had made it essential that the A and B licences should be interchangeable.

Answering Mr. G. H. P. Beames, for British Railways, Mr. Evans agreed that the contract-A vehicle had been granted only six weeks previously to meet increased demands from one of his witnesses. Questioned about hiring, he said it was unsuitable. On one occasion a vehicle hired from Mr. Hannaby at Wrexham market and loaded with cattle was said to be required for another job and had to be unloaded again.

Refusing the variation without calling the objectors, Mr. Lindsay said no evidence of need had been shown. Three customer witnesses had all admitted that they had no serious transport problems, and Mr. Evans had not convinced him he was unable to cope with the work offered.

NEW SERVICE TO CONTINENT

A NEW door-to-door haulage service from north-east England to the Continent via Rotterdam will shortly be introduced. This news was given last week by Capt. T. S. Riley, vice-chairman of York sub-area of the Road Haulage Association. He was speaking at Harrogate.

Maj. F. S. Eastwood, Yorkshire Licensing Authority, said red-tape was being cut to ribbons on the Continent and elsewhere, and he hoped the British authorities would help the organization of the new service.

Clr. W. Bridge, sub-area chairman, said the R.H.A. were negotiating with the railways to try to obtain some arrangement over the rates. The railways had, he declared, recently made substantial cuts in charges.

BERLIN'S CITY MOTORWAY

TRAFFIC is now using the first stage of Germany's first city autobahn, opened in Berlin. Two kilometres long, this new section has three carriageways in each direction with no speed limit. It is lighted for night driving, and the road surface has a specially treated asphalt which does not glare under artificial light.

More Fare Increases in the North

ALTHOUGH Durham District Services, Ltd., would make a slight profit this year, an estimated loss of nearly £7,000 would be incurred by the company in 1959 unless fares on some routes were increased. The Northern Traffic Commissioners were told this at Newcastle, on Monday, when the company applied for fare increases of up to 5d. on return tickets.

Mr. J. L. R. Croft, for the company, said that despite rising operational costs, fares had not been raised since July, 1956. Expenses had been met by economizing and substantially reducing the fleet's annual mileage. Receipts had dropped from £304,100 in 1956 to £302,500 this year.

Even if the application were granted, the net profit in 1959 would be under £4,000—an insignificant figure when compared with the capital outlay.

Mr. J. A. T. Hanlon, chairman, said the application was extremely modest in the circumstances and the increases would be allowed.

HIRED LORRY DRIVEN BY OWNER: FINES

AN owner-driver who hired his lorry to a contracting company and then drove it for them himself was fined a total of £2 15s. at Withersea, Yorks, last week. Cyril Saunderson, Arthur Street, Withersea, denied 11 charges of using a goods vehicle without a licence, but was fined 5s. on each one.

The prosecution stated that all would have been in order if the contractors had provided their own driver. They had a licence to use the vehicle for transporting milk churns.

Mr. W. Maycock, defending, claimed that no offence had been committed. If the prosecution's case were right, two licences were needed for one vehicle. The regulations were designed merely to ensure that vehicles carrying goods should be licensed.

SWISS TARIFFS CUT FOR VEHICLES

THE Swiss Government are to apply lower tariffs upon imported British vehicles. The new scale is based upon vehicle weight, plus the weight of any packaging. The sums per 100 kg. (225 lb.) are as follows: up to 800 kg. (1,800 lb.), 110 Swiss francs (£9 3s. 4d.); 800-1,200 kg. (1,800-2,700 lb.), 130 Sw. fr. (£10 16s. 8d.); 1,200-1,600 kg. (2,700-3,600 lb.), 150 Sw. fr. (£12 10s.); over 1,600 kg., 170 Sw. fr. (£14 3s. 4d.). The last category is about the same as previous rates, but the others are lower.

These amounts apply to goods and passenger vehicles. The tariff for special-purpose vehicles, such as ambulances, fire appliances and breakdown tenders, will be 130 Sw. fr. per 100 kg.

In return, Britain has cut import duty on certain Swiss products. These include exhaust-driven turboblowers and gear-cutting hobs.

Authority Can Take Away These Licences

THE suggestion that a Licensing Authority could not suspend or revoke a licence because a vehicle had been altered was rejected, last week, by Mr. J. A. T. Hanlon, Northern Licensing Authority. He revoked a special A licence held by George Allinson, Etherley Dene, Bishop Auckland, on the ground that the weight of the vehicle concerned had been substantially increased without permission.

Mr. Hanlon declared that if he did not have the power to act in such a case the owner of any licence could increase his vehicles' weights at will. A licence had to be used for the vehicle specified on it.

Announcing the revocation, Mr. Hanlon said the licence was issued to Mr. Allinson in 1955 to cover a vehicle of 5 tons 4½ cwt., but the following year he began operating an eight-wheeler of just under 7½ tons.

Mr. Hanlon said he had every sympathy with Mr. Allinson, but he must have known what he was doing, although perhaps he did not realize that he was cheating other hauliers. Mr. Allinson had put in an application for another A licence, so justice would be done if a grant for a vehicle of 5½ tons were made.

Mr. Allinson was not the sort of man to be put off the road, but it would be wrong for him to be allowed to benefit at the expense of other hauliers who operated their licences properly.

Mr. T. H. Campbell Wardlaw, for Mr. Allinson, asked for the revocation to be suspended for 14 days so that the question of an appeal could be considered, and this was granted.

OBITUARY

WE regret to announce the deaths of SIR JACKSON MILLAR, MR. GUY BOWN, MR. H. B. FIELDING and MR. R. D. FYFE.

Sir Jackson Millar, who was 70, was chairman of Albion Motors, Ltd., and a director of a number of other concerns, including the Leyland and Scammell companies, Scottish Aviation, Ltd., and the Crittall Manufacturing Co., Ltd., and a member of the South West Scotland Area Electricity Board. He began his career with Halleys Industrial Motors, Ltd., and during the 1939-45 war was Ministry of Supply controller for Scotland.

Mr. Bown, aged 76, had been chairman for some years of the United Transport Co., Ltd. Previously he was joint managing director from the company's formation in 1937. He died in hospital after an operation.

Mr. Fielding was managing director of Atkinson Vehicles, Ltd., from 1933 until his retirement in 1950.

Mr. Fyfe, who was 80, was a director of Wordie and Co. (Ulster), Ltd., hauliers, Belfast.

A 77



The late Sir Jackson Millar, C.B.E., D.L., J.P.

Men in the News

MR. F. L. GIBSON has been appointed home sales manager of Wolf Electric Tools, Ltd. He joined the company eight years ago.

MR. K. H. JOHNSTON has been appointed sales manager of the newly formed general products division of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd.

MR. G. C. FRANKLIN has been appointed St. Austell branch manager of the Mercantile Credit Co., Ltd., succeeding MR. D. P. BAKER, who has joined the Mercantile Credit Co. of Ireland, Ltd.

MR. W. J. NAVE has been appointed sales manager of a new national sales and mileage division set up by the India Tyre and Rubber Co., Ltd. He was formerly North London district manager. Other appointments in the new division are: MR. F. E. H. PALMER, formerly sales secretary at Birmingham, to be manager of mileage sales and deputy to Mr. Nave; MR. R. W. DITTRICH and MR. G. E. TAYLOR, formerly operating in the London region, to be joint managers of commercial vehicle sales; and MR. R. C. ROBINSON to be manager of passenger transport (south).



Mr. W. J. Nave.

40 m.p.h. for Buses and Light Vans

AFTER years of pressure by operators, the Minister of Transport proposes to increase from 30 m.p.h. to 40 m.p.h., outside built-up areas, the speed limit on buses and coaches and light goods vehicles.

This change, which has been warmly welcomed, is unlikely to be made before the spring, because various interested organizations have until January 31 to submit their observations. The increase in speed is backed by a majority opinion of the Committee on Road Safety.

The higher speed will apply to (1) passenger vehicles having an unladen weight exceeding 3 tons or adapted to carry more than seven passengers, exclusive of the driver, and any dual-purpose vehicle adapted in this way, and (2) goods vehicles weighing not more than 30 cwt.

In both cases the vehicles must be fitted exclusively with pneumatic tyres and must not draw trailers. In addition, the goods vehicles must have their unladen weights marked on them. It is not proposed to change the speed limit for articulated vehicles.

Speeds on motorways, except in the case of certain vehicles drawing trailers, are, of course, unlimited.

The Minister proposes to make two other small changes. One will facilitate the use of speed and brake-testing apparatus mounted on a single wheel attached to and trailed behind a vehicle. Because of the method of attachment, the wheel and apparatus might in some cases be regarded as a trailer, and at present no vehicle drawing a one-wheeled trailer may legally be driven at more than 20 m.p.h. This anomaly is to be removed.

An apparent omission in the Motor Vehicles (Variation of Speed Limit) Regulations, 1956, is to be corrected by providing specifically that a speed limit of 5 m.p.h. shall apply where trailers not fitted with resilient tyres are towed by motor vehicles with resilient tyres.

B.T.C. REVENUE £36.5m. DOWN

TRAFFIC receipts of the British Transport Commission were £36.5m. lower in the first 48 weeks of this year than in the corresponding period of 1957. They dropped from £643.3m. to £606.8m. Railway freight receipts declined from £326.7m. to £299.1m.

The Commission's provincial and Scottish bus undertakings increased their revenue from £53.4m. to £55.6m. London Transport's road service receipts fell from £54.8m. to £44.4m., but railway revenue rose from £21.3m. to £22.4m.

L.T.E. TO CONSIDER CLAIM

AN application for an increase of 2s. a week for London Transport's country service drivers and conductors has been referred to the London Transport Executive. The claim follows the granting of an extra 7s. a week to provincial company and municipal busmen, and an increase of 5s. a week awarded to London country busmen after the strike earlier this year.

Commissioners Not Tied to Own Areas

WHETHER considering applications for licences or backings, Traffic Commissioners may have regard to matters arising outside their areas that may affect a service to be provided within their areas, says the Minister of Transport.

Among matters which Commissioners may take into account are the places from which passengers are to come and other services available. They may attach conditions to a licence or backing relating to the part of a service within their own areas, although the observance of the conditions may affect the service outside their areas.

These points were made by the Minister in dismissing appeals by Associated Motorways against the joint refusal of the East Midland, Eastern and Metropolitan Commissioners to grant intermediate picking-up points on backings for an express service from Cheltenham to Felixstowe. This decision has been given after eight months' delay.

The Minister says he appreciates the value to the public of comprehensive networks of long-distance services provided by operators working together within the terms of their licences. The appellants did not, however, show that the unsatisfied need for the intermediate picking-up points was sufficiently strong to justify their introduction.

The Commissioners in the primary area granted the application.

NO MORE B LICENCES FOR OPENCAST IN YORKSHIRE

NO additional B licences for opencast coal work will be granted by the Yorkshire Licensing Authority, Maj. F. S. Eastwood. He made this clear at Sheffield last week, after hearing applications by four hauliers who wanted short-term B licences to carry outcrop for Cawood and Wharton, Ltd.

Maj. Eastwood said he could not understand why there was a need for the licences in view of three recent developments—the transfer of coal from road to rail, the reduction in opencast workings, and the amount of unsaleable coal.

He told a Cawood and Wharton representative that he was not prepared to grant other than short-term licences for opencast, and neither he nor his deputy would consider any applications for extra B licences for the work.

HAULAGE DEPOT WOULD SPOIL VILLAGE

PLANs by the Thistle Transport Co., Ltd., Carleton, near Carlisle, for a vehicle repair depot at the village of Scotby, have been rejected by the Minister of Housing and Local Government. The Minister has upheld the Border Rural Council's decision.

Thistle Transport appealed against the council's decision last month (*The Commercial Motor*, November 21).

Giving his decision, the Minister says the scheme would be completely unsuited to the quiet rural character of a comparatively unspoiled village.

NEW TRANSPORT COMPANIES

Rushden Plant and Transport, Ltd. Cap. £1,000. Dirs.: William A. Conway and Nora T. Conway, 172 Washbrook Road, Rushden, Northants.

J. Hadley, Ltd. Cap. £7,000. Dirs.: Joseph Hadley and Mrs. Annie M. Hadley, 164 Wrights Lane, Old Hill; Dorothy M. Tromans and Margaret J. Nock.

Harold Tottle and Son (Transport), Ltd. Cap. £1,000. Dirs.: Harold F. Tottle, Greenway, Sellicks Green, Taunton, and Wilfred H. Tottle, Sellicks Green. Sec.: L. C. Taylor. Reg. office: Sellicks Green.

Taunton Excavating and Plant Hire Co., Ltd. Cap. £3,000. Other particulars as for Harold Tottle and Son (Transport), Ltd.

Appleton and Co. (Transport), Ltd. Cap. £5,000. Dirs.: Percy C. J. Appleton, 56 Redcliffe Street, Bristol, and Graeme E. J. Appleton, 19 Lidstone Road, Fishponds, Bristol. Sec.: G. E. J. Appleton. Reg. office: 56 Redcliffe Street, Bristol.

A. E. Harrison (Haulage), Ltd. Cap. £10,000. Dirs.: Albert E. Harrison, Senr., Mrs. Mona Harrison, Albert E. Harrison, Junr., and Horace Harrison, 1 Alexandra Road, Balby, Doncaster. Sec.: Eric Wright. Reg. office: 1 Alexandra Road, Balby.

Barkus and Son, Ltd. Cap. £100. Dirs.: Harold J. Barkus, 120 Maplewell Road, Woodhouse Eaves, and Arthur J. Barkus and Mrs. Clementina E. Barkus, The Woodlands, Beacon Road, Woodhouse Eaves. Sec.: Miss Pamela Smith. Reg. office: 5 Granby Street, Loughborough, Leics.

A. and S. Boardley, Ltd. Cap. £5,000. Dirs.: Samuel A. Boardley, 81 Gorseston Road, Oulton Broad, Lowestoft; Arthur S. Boardley, Stafford, Great Blakenham, Ipswich; Ronald S. Boardley and Norman L. Boardley. Sec.: Samuel A. Boardley. Reg. office: 21 Nelson Road, Lowestoft.

Wm. Crow and Son, Ltd. Cap. £500. Dirs.: William Crow, Park View, Westfield, Wyke, Bradford, and Warner Crow, 49 Griffe Drive, Wyke. Sec.: Kathleen Alderson. Reg. office: Park View, Westfield, Wyke.

Brice's Transport, Ltd. Cap. £500. Dirs.: Harold F. Brice and Florence E. Brice, 482 White Hart Lane, London, N.17. Sec.: Florence E. Brice. Reg. office: 17 Westbury Avenue, London, N.22.

H. Wood (Leicester), Ltd. Cap. £5,000. Dirs.: Hubert Wood, Mrs. Clara Wood, Harry E. Wood, Miss Elsie Wood, Miss Christina M. Wood and Miss Annie Wood, 189 Martin Street, Leicester. Sec.: H. Wood. Reg. office: 189 Martin Street, Leicester.

Motorways Cause Tipper Shortage

DUE to the heavy haulage demands of motorway construction schemes and opencast mining, Derbyshire quarry owners have been unable to obtain sufficient transport for their needs.

The North Western Deputy Licensing Authority, Mr. J. R. Lindsay, was told this at Manchester, last week, by Mr. J. Backhouse, representing H. Look and Son, Whaley Bridge, Derbyshire. They were seeking an additional A-l licence vehicle to carry Derbyshire limestone throughout a large area in the north. The application was opposed by the British Transport Commission.

Mr. Backhouse explained that in 1938 a 3-ton tipper—one of two vehicles owned by Look's—was laid up when its driver had to do Army service. Since then the concern had operated only one vehicle, which was employed extensively on limestone haulage. Demands had recently increased, so they now wished to renew the A licence on their old vehicle.

Two witnesses from Derbyshire quarries verified that there was a shortage of transport.

For British Railways, Mr. G. H. P. Beames asked why the lorry had not been re-licensed during the rehabilitation period after the war. He claimed that to grant an A licence for such a large area could indirectly affect traffic that would otherwise be handled by the railways.

Mr. Lindsay agreed that there was a shortage of tippers suitable for limestone haulage, and granted the application.

Special A to A: User Must be Justified

BECAUSE she was unable to justify the proposed normal user of a new A licence, Mrs. M. Sant, trading as M. Meakin, Winsford, had her application at Manchester adjourned last week by Mr. J. R. Lindsay, North Western Deputy Licensing Authority.

Mr. J. Rigby, for Mrs. Sant, said that following increased weight after substitution, their special A licence was surrendered and the present vehicle, a 6-ton Bedford oil-engined tipper, was operating on short-term A licence. The original vehicle was a "flat" of 2 tons 6 cwt. 14 lb. unladen, which was converted into a tipper in 1956.

Mr. G. H. P. Beames, for British Railways, queried the proposed user of: "Salt, steel, building materials, wax and glue, corn and cattle foods, and other goods as required; Lancashire, Yorkshire, Cheshire, Wales, London area and Southern counties." Mr. A. E. Sant explained that log sheets produced for November were typical of the work done during the last 12 months.

Mr. Beames submitted that the November log sheets showed only local work and journeys to Newport, Birmingham and Wolverhampton, which did not cover the proposed user. On the evidence, only Lancashire, Cheshire, South Wales and the Midlands were justified.

After Mr. Rigby had suggested that Mr. Sant was obviously mistaken when he referred to November as a typical month, Mr. Lindsay adjourned the inquiry. He said it was vital to ascertain what work the applicant had been doing. If the November log sheets were accurate neither goods nor areas could be correct. The short-term licence would be renewed for two months and log sheets for the past 12 months would have to be sent to the Licensing Authority within a week.

TAX ON CHASSIS AND FUEL: A DEPUTATION

A POWERFUL deputation will go to the Treasury, on Monday, to demand the abolition of tax on commercial-vehicle chassis and a reduction in the fuel tax. It will be led by Mr. J. M. Birch, chairman of the National Road Transport Federation, and other members will be Mr. R. N. Ingram, Road Haulage Association, Mr. J. Janes, Traders' Road Transport Association, and Mr. L. A. Lainson, Passenger Vehicle Operators' Association.

The deputation will be completed by Mr. R. Morton Mitchell, secretary of the N.R.T.F. and chief executive officer of the R.H.A., Mr. F. D. Fitz-Gerald, secretary of the T.R.T.A., Mr. F. A. Walker, secretary of the P.V.O.A., and Mr. G. Mitchell, assistant secretary of the N.R.T.F.

They will put their case to Mr. F. J. Erroll, M.P., Economic Secretary to the Treasury. In support of the abolition of the 30 per cent. purchase tax on commercial goods vehicle chassis, it will be pointed out that this is the only example of a tax imposed on a piece of capital machinery.

"No Need to Punish Operators Who Are Ignorant of the Licensing Laws"

HAULIERS should not be punished for breaking the licensing regulations if they do not realize that their actions are wrong. This was stated last week by Mr. J. H. A. Randolph, Yorkshire Licensing Authority, when he rejected a British Railways objection to the renewal of an A licence held by F. and G. S. Pearson, Ltd., Spothorough, near Doncaster.

Mr. R. L. Dalton, a director of the company, said that in 1953 they bought a furniture removal business with a van on A licence. They paid £750 for the vehicle, which was then engaged solely on removals, but they had no intention of carrying on that work. They immediately replaced the van with a platform lorry, and this was added to their general haulage fleet.

The Licensing Authority was not told about the change because nothing was known about the normal user restrictions. The vehicle was now engaged on general haulage for Lep Transport, Ltd., and carried metal castings for a Leeds concern whom Pearson's served on a contract licence.

Mr. R. A. Lamb, Lep Transport's regional transport manager, said Pearson's had worked for them for 25 years and had proved satisfactory hauliers.

For British Railways, Mr. T. B. Atkinson submitted that however sorry the Authority might feel for Pearson's, their application would have to be refused. They could not get round the decisions of the Transport Tribunal, who had decided that in such a case a haulier should lose his licence.

Granting the renewal, Mr. Randolph pointed out that Pearson's had never intended to take over the furniture removal business and had even made this clear to the Road Haulage Association at the time of buying the van. They would not have bought it had they known the true position. People should not be punished for doing things which they did not know at the time to be irregular.

If the licence were taken away, the hauliers' sins would be passed on to the general public. No evidence of alternative facilities had been put forward, and the need had been made out by Pearson's.

Wide Conditions for Low-loader

WIDE conditions were attached to a B licence granted at Manchester, last week, to Contractors (Transport), Ltd., Stockport. The licence covered a low-loader with a 15-16-ton carrying capacity to be added to their heavy haulage fleet. Five objectors, including B.R.S. (Pickfords), Ltd., withdrew, following a meeting of the local road and rail negotiating committee.

Mr. G. Clayton, the company's general manager, told the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, that because of customers' difficulties they had provided storage for heavy loads over the last 18 months. Goods stored included drums of cable for W. G. Glover and Co., Ltd., Trafford Park, and W. T. Henley (Telegraph Works), Co., Ltd., Gravesend; also hydraulic presses for J. Shaw and Sons (Salford), Ltd.

Their A-licence fleet was fully occupied and no longer able to keep up with the increasing work into and out of store. Therefore they wanted conditions of: "Goods intended for storage and the delivery of goods as instructed after storage, by licensees, as required."

The collections were mainly from Yorkshire, the Midlands, Merseyside and London, and deliveries were to roadside sites and power stations.

Objecting hauliers claimed that they were not asked to carry empty drums, because unless they also carried the full loads, charges were too high.

Mr. Lindsay said it appeared to be a question of rates. He did not quite understand the application, although for

storage work much of it seemed to be normal traffic.

Mr. J. Backhouse, for the company, submitted that the traffic had arisen only since storage began. There was strong evidence of need; much of the work was to road sites where there were no unloading facilities and low-loaders were essential.

Granting the application, Mr. Lindsay said the word "intended" in the conditions was too vague. The conditions would be: "Goods to and from stores of Contractors (Transport), Ltd., for delivery in accordance with the instructions of customers."

"OLD TIMER" THOUGHT HE DID NOT NEED FIGURES

A HAULIER who appeared last week before the Yorkshire Deputy Licensing Authority, Mr. J. H. A. Randolph, said he had no figures to support the renewal of his A licence. As he was "an old timer" he thought they did not matter.

The haulier, Mr. J. Rhodes, Shannon Street, Leeds, pointed out that his business had been in existence for 80 years, and at one time 40 horses had been used. He wanted a normal user of "all goods, all districts" to carry anything anywhere.

Adjourning the case, Mr. Randolph suggested that Mr. Rhodes should seek legal advice, as licences were not automatically renewed in the Yorkshire Traffic Area.

"Why don't you read the instructions sent to you?" he asked. "You cause more delays than the much-criticized Civil Service."

New Regulations on Oilers Urged

THE campaign in Parliament against smoke from oil engines was carried a stage further last week when Mr. R. S. Russell (Con., Wembley S.) asked the Home Secretary to arrange for such offences to be recorded separately in "Offences Relating to Motor Vehicles." He also wanted to know how many prosecutions or warnings for excessive smoke had been given in the Metropolitan Police District in recent months.

Mr. David Renton replied that the extra work of recording smoke offences separately would not be justified. In the 12 months to September 30 last 73 persons were prosecuted and 77 were warned for smoke offences committed in the Metropolitan Police District. There were no separate figures relating to oil-engined vehicles.

On another question, Mr. Renton undertook that a suggestion by Mr. H. J. Delargy (Lab., Thurrock) that the powers of licensing authorities over the revocation of hackney-carriage drivers' licences should be increased, would be noted for consideration if an opportunity for legislation occurred.

COACH OPERATORS NAME A NEW ENEMY

ONE of the reasons for a falling off in business experienced by northern coach operators last season was the wider use of privately owned vehicles, such as small buses and dual-purpose vehicles. This suggestion was made at Wigan, last week, by Mr. Arthur Stringfellow, chairman of the Wigan and District Excursion and Tour Operators' Association.

He said traders were using these vehicles for ordinary business purposes, and were then carrying passengers on a private hire basis for such things as holiday and fishing trips. In this way, the owners met general running costs and supplemented their incomes.

Mr. F. Williamson, chairman of the North Western Traffic Commissioners, forecast that better times would come. Even the proudest car owners got rather tired of driving all the time and liked the chance of a coach ride, he told the Association.

I.O.T. SECTION'S FUTURE IN DOUBT

THE future of the Bedfordshire, Cambridgeshire and Huntingdonshire section of the Institute of Transport will be reviewed next year. The section's activities have been suspended because meetings were poorly attended. Bedfordshire members have been attached to the Metropolitan section.

The Institute's annual report says that there was an increase last year of 218 members.

The suggestion that the history and development of transport should be added to the Institute's examination subjects was being considered, with other proposals, by a sub-committee under the chairmanship of Mr. J. L. Harrington.

Sheep Starving When Unloaded by Haulier

SUPPORTING a livestock haulier's application for additional carrying capacity, a Scottish farmer complained bitterly at Perth, last week, about the service given by other hauliers, including British Road Services. He told Mr. Alex Robertson, Scottish Licensing Authority, that on one occasion a private haulier had taken so long to deliver some sheep that the animals were starving when they arrived.

The farmer, Mr. James McNicoe, was giving evidence for George Saunders and Sons, Crieff, Perthshire, who wanted an extra A-licence vehicle. Mr. McNicoe went on to describe how B.R.S. had promised to pick up hay and oats from his farm before November, 1957, but did not do the job until last February.

Speaking about a sub-contractor hired by Saunders, he said the haulier delivered pigs to market in such a filthy condition that a great deal of money was lost on their sale.

Two other farmers agreed with him that more livestock vehicles were required because the sheep population in Perthshire rose by 5,000 last year.

Mr. Saunders told Mr. Robertson that they were operating three vehicles on A licence at present, with a normal user of "agricultural goods and livestock in Perth, Stirling and Crieff."

No rebutting evidence was put forward by the objectors, Clark and Dutch, Ltd., and the British Transport Commission, and Mr. Robertson said he had no hesitation in granting the additional vehicle.

MIDLANDS "A" LORRIES MOVED TO SCOTLAND

THIRTEEN A-licence vehicles to be operated from Newhouse, Motherwell, were granted on Monday to Sam Anderson (Newhouse), Ltd., on the surrender of 13 special-A vehicles based at Birmingham. There were objections by private hauliers and the British Transport Commission, but Mr. W. F. Quin, Scottish Licensing Authority, sitting at Glasgow, said there were no grounds on which the application could be refused.

For Anderson's it was stated that the vehicles concerned totalled 76½ tons unladen, including one of 4½ tons to be acquired. The transfer would improve flexibility and permit better maintenance. There would be no change in the nature of the work.

The fleet was employed on general haulage throughout Great Britain—60 per cent. Newhouse-Birmingham, 20 per cent. Newhouse-London, 12½ per cent. round Birmingham, and 7½ per cent. round Newhouse.

For British Road Services, it was pointed out that no customer evidence had been offered which could justify 13 vehicles being taken into the Scottish Area. They would not have been approved in a more direct application, and there was now the possibility that the company's London and Manchester fleets would also be diverted to Newhouse.

£1.3m. Paid in Fines Last Year

FINES, excluding costs, totalling £1,314,656 were paid last year for offences concerning motor vehicles. Altogether, 433,972 persons were convicted on 522,658 charges. The total number of alleged offences was 776,609, of which 542,711 were dealt with by prosecution. Sentences of imprisonment without the option of fine were imposed for 2,509 offences.

Obstruction offences were by far the most numerous, but nearly a third of them were dealt with by warning. There were 70,875 prosecutions, resulting in convictions in 69,783 cases.

Among other offences were the following: Exceeding 30 m.p.h. by buses and coaches, 2,285 convictions; exceeding the speed limit by goods vehicles, 34,759; weight offences, 911; offences in connection with equipment and the maintenance of brakes, 17,194; using defective tyres, 2,324; using a vehicle in dangerous condition, 7,657; dangerous loading, 4,416; and offences in connection with records and works tickets with goods vehicles, 8,822.

These figures are contained in "Offences Relating to Motor Vehicles" (Stationery Office, 2s. 6d.).

WESTERN NATIONAL TO TAKE OVER COMPANY

NEGOTIATIONS are in progress for the taking over by the Western National Omnibus Co., Ltd., of Heybrook Bay Motor Services, Ltd., and Princess Tours, Down Thomas, near Plymouth. This follows the prolonged illness of Mr. T. Hart, who started the businesses 14 years ago.

Heybrook Bay Motor Services operate services round Plymouth, Down Thomas, Bovisand, Heybrook Bay and Wembury Point, and a large amount of private hire work is done for the Navy.

Princess tours run in the West Country, mainly concentrating on excursions and day trips.

104 Licence Charges Bring £260 Fines

FINES totalling £260 were imposed at Ripley, Derby, last week, on a Manchester haulage concern who were accused of 104 offences connected with the licensing of their lorries. W. Pennington (Manchester), Ltd., Pink Bank Lane, admitted all the charges and were ordered to pay £15 15s. advocate's fee.

Mr. R. S. Whitby, prosecuting for the East Midland Licensing Authority, alleged that the company had committed 65 offences by failing to conform to the normal user of an A licence. They were permitted to carry chemicals from Manchester to the Ripley area, but had back-loaded with coal, which was not allowed by the licence.

There were also 27 B-licence offences. Lorries which were restricted to a 20-mile radius of Manchester had been operated to the East Midlands. In the remaining 12 cases, the company had earned £600 by carrying goods on unlicensed vehicles. This was an evil the Licensing Authorities were trying to stamp out.

Mr. B. A. Farrer, defending, said the partners in the concern were ignorant of what was being done. The law had not been deliberately flouted despite the fact that there were 104 summonses.

CUSTOMER WITNESSES NOT NECESSARY

TWO customer witnesses who were ready to support Lep Transport, Ltd., Goole, in their application for a collection and delivery van, were told last week by Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, that their evidence would not be necessary. He granted a B licence for the van to work within 20 miles of Bradford and to and from Ringway Airport.

Mr. P. E. Kenny, for Lep Transport, said all the collection and delivery work was being done by a large platform lorry on special-A licence. It was overworked, and the 35-cwt. van would prove more suitable for air freight consisting of small parcels.

Micrograms . . .

New S.P.D. Depot: S.P.D., Ltd., are planning to build a new depot at Quarry Road, Aberdeen.

A Day Later: Because of the Christmas holiday the next issue of *The Commercial Motor* will be published on Saturday, December 27.

New Lockheed Company: Lockheed Precision Products, Ltd., have been formed by the Automotive Products Associated Group to deal with hydraulics and other subjects.

Daimler on Test: Nottingham City Transport have been testing a Daimler 74-seat double-decker with a Gardner 6LX engine and Daimatic automatic transmission. It has an open loading platform at the rear.

Transmission Order: The Birmingham and Midland Motor Omnibus Co., Ltd., have ordered 100 hydraulically operated semi-automatic four-speed gearboxes and 100 fluid-friction clutches from Self-Changing Gears, Ltd., Coventry, for use in the new D9 double-deckers.

R.C.C. Booklet: The latest booklet issued by the Roads Campaign Council deals with traffic difficulties in Leicester, Newcastle upon Tyne and Worcester.

Managers to Meet: The next meeting of the managers' section of the Municipal Passenger Transport Association will be held at Lincoln from April 29-30.

More Meters: Westminster City Council were asked yesterday to approve the extension of the Mayfair parking-meter scheme and the institution of a number of new one-way streets.

Lower Rates: The tyre mileage rate of Exeter Transport Department has been reduced from 0.702d. to 0.698d. per vehicle mile for the period January 1-March 31, 1959. This will save the undertaking about £170.

No Drinks! An appeal to drivers, and particularly those engaged on deliveries, not to drink while on duty during the Christmas period, was issued on Tuesday by the Royal Society for the Prevention of Accidents.

Clean Up Haulage and Revoke Law-Breakers' Licences— Mr. G. W. Quick Smith

A NATIONAL drive to clean up the road haulage industry was urged last Friday by Mr. G. W. Quick Smith, a member of the board of management of British Road Services. He called for stiffer penalties for those who broke the law on drivers' hours, speed limits, weight limitations and vehicle maintenance. Fines were, he said, not an adequate deterrent. Instead, licences should be revoked.

Mr. Quick Smith was addressing the northern section of the Institute of Transport at Newcastle upon Tyne on "Road Haulage Then and Now, 1933-58."

There had been a tendency to regard the observance of the law as a question of nationalization versus private enterprise, he remarked. In fact, it was a matter of good employer versus bad.

"It seems to me," he said, "that this problem should be tackled with the same vigour as the equally serious wages problems of 25 years ago. No government that prescribes statutory standards should be content to see the conformists suffer at the hands of the non-conformists."

Strict Enforcement Needed

"There should be a period of strict enforcement, similar to that applied in the case of wages, in order to purge the industry of this vexatious and damaging trouble, and then—who knows?—the time may come when enforcement machinery, whether in this connection or in regard to wages, becomes superfluous."

"Until this happy time comes it seems essential that the penalties imposed should be sufficiently heavy to act as a deterrent. Too often the courts take a light view of offences of this kind, but even when heavy penalties are imposed it must be remembered that they so often represent but a small proportion of the illicit gain."

"The potential rewards of illegalities are too great for mere fines to act as a deterrent. The only effective solution is to deprive the deliberate and persistent law-breaker of his licence."

He pointed out that Mr. Ernest Bevin had in mind that statutory wages would be necessary for a period of not more than, say, five years, and that the industry could then revert to voluntary machinery. Mr. Quick Smith hoped that this system would one day become possible.

The power given to the Licensing Authorities to revoke or suspend a haulier's licence because he transgressed his normal user put teeth into the licensing system with a vengeance and represented a revolutionary change. There was, he thought, bound to be radical reorientation as a result of this change.

Over the past 25 years the licensing system had generally worked well, but it might be useful to examine it critically and objectively. One of its disadvantages was that the quantum of licensed vehicles was necessarily geared to peak or near-peak demands.

When traffic declined, transport facilities exceeded demand and rates suffered. It would be valuable if licensed vehicles could be increased or decreased by an overall percentage according to fluctuations in trade, but this could not be done

in an industry largely composed of small operators.

There was little difference in the rate situation 25 years ago and today, but striking changes might be imminent. In the absence of an industrial upsurge, the scramble for traffic might continue, with the railways becoming a more formidable competitor than the haulage industry had yet known. If conditions became so depressed that no one, road or rail, could make a living, the pressure of 25 years ago for statutory control of rates might be renewed.

For competition between road and rail to direct traffic naturally to the form of transport technically best suited to carry it, it must be on equal terms. It must be conducted within the framework of the law and the associated questions of track costs and taxation must be equitably based. Taxation on road transport was a critical question in relation to road-rail competition.

C-Licence Growth

The growth of C-licence vehicles was part of the modern trend to "do it yourself." Public hauliers, by road or rail, should aim to provide an even better service than the ancillary user could supply for himself.

When it had been decided what the railways could legitimately be expected to do and they had been placed in a position to perform their proper rôle, road transport fell into its natural place.

"Whatever the solution," said Mr. Quick Smith, "account ought to be taken of the large body of users who operate no vehicles of their own. It is strange that their voice is so often silent on this point, as in the long run the service that they get and the price they are required to pay must inevitably be affected by the degree of freedom enjoyed by a C-licence holder."

Examining other developments, he suggested that mechanical progress in vehicles had overshadowed the advance of body design. He foresaw that articulated vehicles would become as popular in Britain as they were in the U.S.A. and Canada.

He also thought that the Ministry of Transport should institute an inquiry covering the whole range of statistical information about road haulage. At present this was insufficient.

DUPEL ORDERS KEEP UP

CURRENT orders were well abreast of last year's figures, Mr. H. W. Sydenham, chairman of Dupel Motor Bodies, Ltd., told the shareholders last Friday. Reasonably good progress had been made in the past year.

MUNICIPAL OPPORTUNITIES

Rugby Borough Council require a gully-emptier. Keighley Borough Council are to purchase a 2-ton tipper.

Oldham Corporation are advised to obtain a mobile library.

Leeds City Council are advised to buy two Dennis fire appliances.

Keighley Urban District Council are to acquire a refuse collector.

Wandsworth Borough Council are to buy a Karrier gully-emptier.

Chester Civil Defence Committee are to acquire a Bedford four-wheel-drive appliance.

Great Yarmouth Housing Committee seek tenders for the supply of a Morris 5-cwt. pick-up.

Scunthorpe Corporation are recommended to obtain a refuse collector from Parker and Co. (Scunthorpe), Ltd.

Glasgow Police Committee wish to obtain a dual-purpose appliance from David Haydon, Ltd., also a Merryweather turntable appliance.

North Riding County Council invite tenders for the supply of seven tipper, a 7-ton chassis and cab, a gully-emptier, all Bedford, and a 15-cwt. van.

Sheffield Highways Committee recommend that Autoways (1931), Ltd., supply six Thames Trader 5-ton tipper and Brook Shaw, Ltd., a Thames-Eagle street-sweepings collection vehicle.

"General Goods" Grant Without Evidence

ALTHOUGH they produced no figures for witnesses, J. Galliers and Son were successful when they applied at Shrewsbury, last week, for a new B licence covering a vehicle of two tons unladen. Their request for a licence to carry general goods within 15 miles was unopposed.

For the company it was stated that they held a licence with similar conditions, but this expired three years ago. They wanted to undertake small haulage jobs.

Mr. R. Hall, West Midland Deputy Licensing Authority, said he would make a grant on the company's "statement of intention," but he warned that if this statement were not observed the licence could be revoked.

CONTINENTAL SERVICE BY ROAD, BARGE AND SHIP

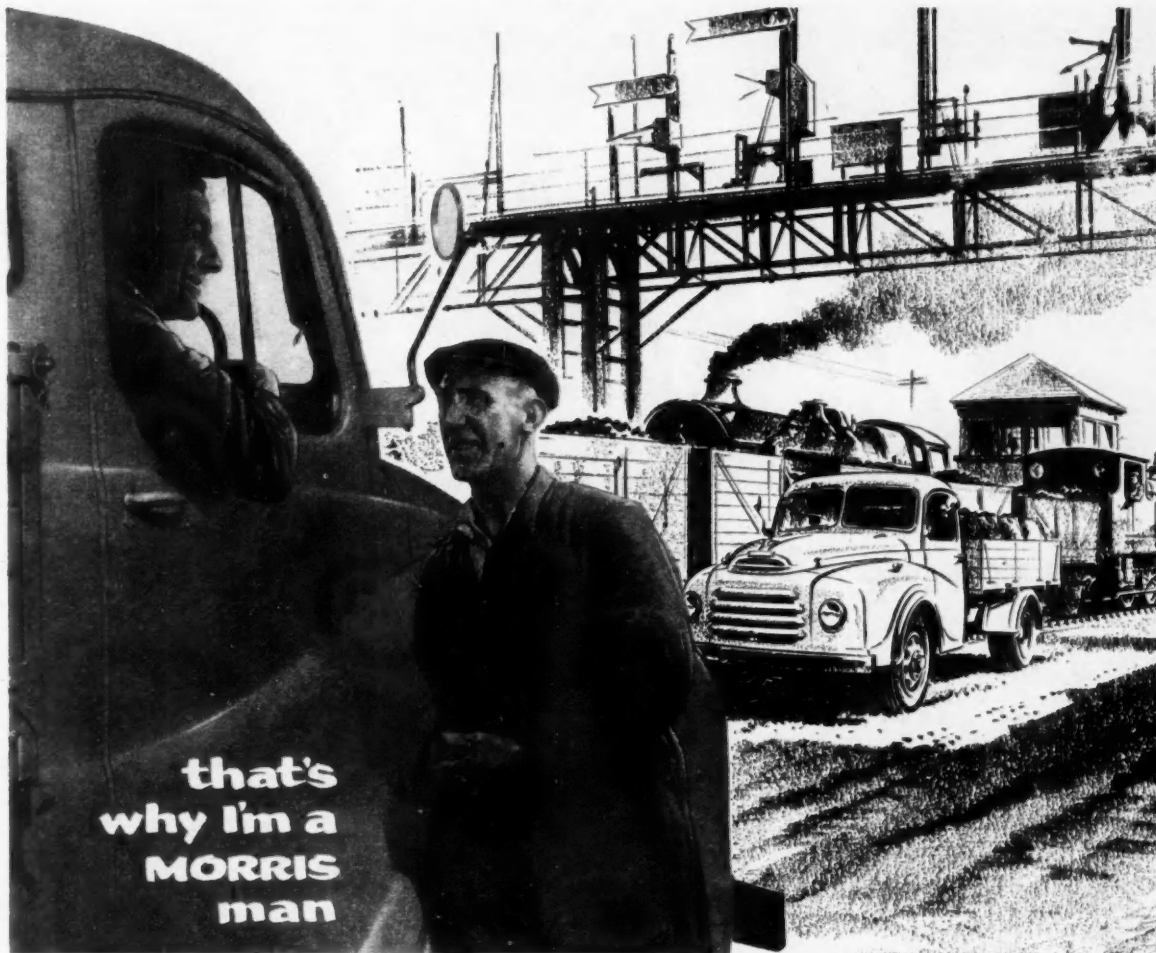
SPECIALLY designed containers made of reinforced glass fibre will be used by British Waterways for their new door-to-door service to the Continent, which was announced last week. They hope to serve customers in the West Riding, South Yorkshire and West Midlands at "all-in" rates.

The containers, 7 ft. 6 in. by 6 ft. by 6 ft., have a capacity of 270 cu. ft., enabling them to carry up to four tons. When loaded, they will be taken by road to the nearest Waterways depot for transport by barge to Hull or Goole. From there they will be shipped to any of nine Continental ports for loading on to road vehicles again.

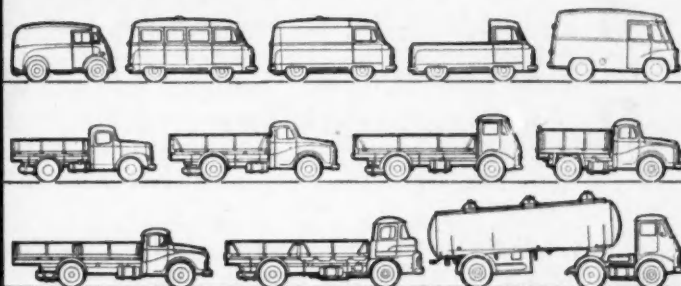
RAIL CARTAGE MEN'S PAY

AN annual census of staff conducted by the British Transport Commission in the week ended March 22 last shows that drivers of railway cartage vehicles up to 5 tons had an average rate of pay of £8 5s. and average earnings of £10 10s. Drivers of vehicles of 5-8 tons had an average rate of £8 7s. and their average earnings were £11 2s. Mates earned £9 17s., compared with an average rate of pay of £7 15s.

The census contains no figures for British Road Services.



Reliability ... that's what counts in the coal delivery business. Twenty calls in one street, half a dozen round the corner — then back to the depot to re-load. Stop, start, stop, start—all day and every day and generally during the worst weather. Schedules like mine call for all-round toughness — and that means Morris, in any language.



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Overseas Business: Nuffield Exports Ltd., Oxford and 41/46, Piccadilly, London, W.1

MC20/R
R5

Firestone All-Traction

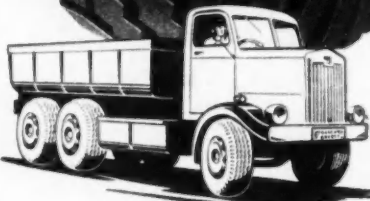
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Combines long, smooth wear on metalled surfaces with extra traction and pulling power on unmade roads.
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Give added stability on the road, dig in and take hold for extra traction off the road.
- 4 CONTINUOUS CENTRE RIBS**
Assure safe, positive stopping power and longer even wear. New tapered grooves in tread reduce stone trapping.
- 5 TENSION-DRIED GUM-DIPPED CORD**
Prevents tyre growth, tread cracking, separation and provides a stronger bonding between cords.

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44 Factories throughout the world.
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Firestone ALL-TRACTION TRUCK TYRES Give **BETTER PERFORMANCE** and **CUT COSTS** for on-and-off-the-road hauling, on farms, quarries and other places where dual-purpose tyres are needed.



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Commissioners Welcome One-man Bus Plans: Higher Fares Granted

THE news that more one-man buses were to be introduced by the Western National Omnibus Co., Ltd., and the Southern National Omnibus Co., Ltd., was welcomed by the Western Traffic Commissioners sitting at Bristol, last week. They were told that 16 one-man buses were now running in Cornwall, and the companies proposed to put 10 more into service there. This was one of the economy measures planned for meeting increased costs following the recent pay award to bus crews.

Mr. S. W. Nelson, chairman, said the Commissioners had pressed for greater use of one-man vehicles where they could be profitably employed.

The companies were seeking fare increases designed to yield £28,600 a year, and were opposed by 28 local authorities from Devon, Cornwall and Dorset. It was proposed to add ½d. to fares between 3½d. and 10d.

For the companies, Mr. T. D. Corpe said the increases would realize only a third of the increased costs which the companies were having to bear. They were not asking for anything like the sum they really required.

The last application was granted in August, 1957, and since then operating costs had gone up by £110,200 a year. Against that there had been savings of £35,500 a year in fuel and tyres, so the companies had to make up £74,700. As the application would recover only £28,600 of this amount, it was proposed to make up the difference by pruning some services.

Mr. A. C. Caffin, for 11 Cornish authorities, submitted that the increases would place too heavy a burden on people travelling short distances. He said independent operators wanted to peg fares because they realized that increases

always resulted in reduced traffic. This was the tenth application made by the companies, and the major cause of their lost passengers was the previous fare increases.

Mr. Nelson said that although pruning of services was always opposed, the Commissioners were satisfied that the companies had done all they could to avoid hardship to passengers. It was, of course, possible for operators to price themselves out of the market, but the Commissioners thought these two companies had the right to apply for increased fares.

The revisions were granted from January 1.

The Western Commissioners will hear an application by Wilts and Dorset Motor Services, Ltd., on January 1, and 11 days later there will be several applications from other operators.

BREAKDOWNS BLAMED

OWNER - DRIVER Cedrick Cook, Winterbourne, Glos., was fined a total of £36, with £5 5s. advocate's fee. last week, on 12 hours and records charges. He pleaded not guilty and told the magistrates at Tawford Gate, Glos., that the offences must have been due to vehicle breakdowns.

Railways Object to Help for Waterways

AN application which would benefit British Waterways faced opposition from British Railways at Sheffield last week. Neither British Road Services nor the Waterways objected to a request for a new B licence put forward by E. V. Waddington, Ltd., barge operators, Bolton Road, Swinton, who wanted to haul goods from barges within 20 miles of Rotherham.

Mr. V. Waddington said they operated 74 barges between Hull and Rotherham and Sheffield. At Rotherham they used the Waterways' wharf, and bulk loads were taken from there by a clearing house and B.R.S. However, there was often a two-ton lot left which had to be cleared the next day, and he wanted to handle this himself by using a lorry at present on C licence.

He emphasized that he had no intention of becoming a haulier. The Waterways had welcomed his proposal because it would mean their wharf being cleared quicker, and B.R.S. had not objected.

When the railways pursued their objection, Maj. F. S. Eastwood, Yorkshire Licensing Authority, suggested that they should tell the court exactly how much traffic they carried from the wharf.

Mr. M. Taylor, for X.R.E. Transport, Ltd., submitted that there was not sufficient evidence to justify a grant. To this, Maj. Eastwood replied: "This man is giving work to the haulage industry when other people owning barges are using their own fleet. You are using a steam hammer to crack a nut. The haulage industry should feel lucky that he is using it."

The application was granted, limited to goods from barges.

Light Bridge Plates Aid Pallet Loading

FOLLOWING the established practice of the company, the new Nottingham distribution depot of S.P.D., Ltd., officially opened last week, was planned to promote easy handling of unit loads by pallet truck. Of the 23 vehicles in the main delivery fleet 18 are boxvans of 5-5½-ton capacity, and the height of the 180-ft. loading deck is matched to the average platform height, which varies by 3 in. to 4 in., according to the load.

The vehicles are normally loaded by Lansing-Bagnall pedestrian-controlled battery-electric trucks or hand pallet trucks, the laden weight of which may be as much as 1 ton 17 cwt., and unobstructed movements between the deck and vehicle platform are essential to efficient handling. This is provided by five light-alloy bridge plates developed to the design of S.P.D. technicians over the past two years.

Based on a robust frame structure, the plates have ramped projections, one of which rests on the deck and the other on the vehicle platform, whilst the framework provides a spacer between the wooden edge of the deck and the rear of the platform. Weighing 60 lb., and

measuring 3 ft. 9 in. wide and 4 ft. 3 in. long, a platform can be handled by one man, with a consequent reduction in the labour force required at peak periods.

White lines will later be marked on the deck floor and on the van to assist the driver in the correct location of his vehicle when backing up to the deck.

Seven heavy steel bridge plates are used for unloading up to six trunk vehicles at the reception deck on the other side of the warehouse. In this case variations between deck and platform height are often much greater than those applicable to the distribution vehicles. Several operatives are required to move the heavier plates.

Bedford vehicles form the majority of the distribution fleet, but there are some Austins. Six insulated vans include five 2½-tonners and one 1½-ton service vehicle. All will later be converted to carry built-in compressors and eutectic cooling elements to safeguard loads of Bird's Eye frozen foods if the normal delivery time is exceeded.

Insulated containers are used for the carriage of small consignments of frozen food in the conventional delivery

vehicles. A cold store adjoining the unloading deck has a capacity of 250 tons.

Deliveries are made by the Nottingham-based S.P.D. vehicles to retailers and wholesalers over an area of approximately 1,600 sq. miles, with a consumer population of 1,738,000. Outlying centres in the area include Mansfield in the north, Southwell and Melton Mowbray in the east, Leicester in the south, and Burton-on-Trent and Wirksworth in the west.

Designed to accommodate approximately 4,000 tons of palletized goods, the building provides for the distribution of up to 800 tons a week, which represents 6,250 deliveries. Handling equipment comprises two I.T.D. Stacatrac 27-cwt. trucks, a Lansing-Bagnall stand-on pallet truck of 2-ton capacity and two Lansing-Bagnall pedestrian-controlled 2-ton trucks, all of which are battery-electric appliances.

Hand pallet trucks include a Lansing-Bagnall 2-tonner and an I.T.D. of similar capacity. Standard S.P.D. 40-in. by 48-in. four-way pallets are employed, of which the total is 5,600.

"Pirate" Bus Owners are Discharged

THE company who supplied buses to the People's League for the Defence of Freedom during the London bus strike were accused at Clerkenwell, on Monday, of allowing one of the vehicles to be driven without insurance. The Barrington Finance Co., Ltd., Cambridge Circus, London, W.C.2, pleaded not guilty and were given an absolute discharge.

Mr. M. Corkrey, prosecuting, said the bus was involved in an accident and it was found that the driver, Eric Lamb, was not qualified, although he had no supervisor and was not displaying L plates.

Sgt. E. McDonnell told the court that the insurance policy in force was not valid if the bus were used for hire or reward, but it covered anyone in the company's employment if the bus were used in connection with their business.

Mr. J. W. Borders, defending, submitted that the vehicle was being used in connection with the business. He called Mr. A. F. Lathan, transport manager, who said it was being supplied for purchase, but no date had been fixed for the sale. The driver was employed by the company and was delivering the bus to the League.

Mr. Edward Robey, Clerkenwell magistrate, said the company were trying to do the public a good turn, although their business was to trade in vehicles and not drive buses along the streets of London.

The driver, who had been disqualified since the summons was served, was fined a total of £2 for not displaying L plates and driving without supervision.

GOOD PROGRESS ON NEW CATTERICK BY-PASS

DESPITE bad weather conditions, good progress is being made on the £1m. Catterick By-pass, and nearly half the excavation work for the 3½-mile road has been completed. The by-pass will divert traffic from two notorious black spots at Catterick Village and Catterick Great Bridge. One of the 10 new bridges required has been built, and work has started on five more.

At Malden, Surrey, a railway bridge over the main shopping street is to be reconstructed to widen the road, and the road will be lowered to allow more headroom. The project will cost £133,000.

NO EXTRA EXCURSIONS

AN appeal by Mr. R. W. A. Wetton (R. Wetton and Son) against the Yorkshire Traffic Commissioners' refusal to grant additional excursions from Birmingham to Bridlington, Skegness and Southport has been dismissed by the Minister of Transport. In doing so he has followed the recommendations of Mr. P. H. Harrold, the inspector who heard the appeal last August.

"Bearing in mind the excursion facilities to Southport, Bridlington and Skegness provided by British Railways, the appellant has failed to establish the need or desirability in the public interest of coach excursions to these three destinations," says the decision.

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Three Road Schemes to Cost £496,300

THE hump-backed Methley Bridge, which takes the Leeds-Pontefract road over the River Calder in the West Riding, is to be rebuilt with wider approaches at a cost of £145,000. At present the bridge is only 21 ft. wide, but when the scheme is completed it will be 42 ft. wide, with provision for further widening later.

In Monmouthshire, constructional work will start shortly on a £240,000 scheme to improve the London-Fishguard trunk road between Tabernacle Chapel, Llanvaches, and the Llanfair Discoed Arch, on the west end of the Caerwent By-pass. This will remove a 1½-mile bottleneck.

Exeter Corporation are to widen Cowick Street, Exeter, at a cost of £111,300. This street is part of the London-Penzance road. The project will fit in with a plan to provide a new bridge over the River Exe some time in the future.

LOW PRIORITY FOR LEEDS-SHEFFIELD MOTORWAY

REPLYING to Sir Peter Roberts, M.P. for Heeley, Sheffield, the Minister of Transport, Mr. Harold Watkinson, held out little hope for an early start on the proposed Leeds-Sheffield motorway.

The provisional line of the road had, he said, been safeguarded in the county development plan. The full national value of the proposed road could not be realized until the northern section of the London-Yorkshire Motorway had been built and competing claims of other projects designed to relieve congestion in industrial areas had been considered.

Five other major schemes were due for completion before construction effort could be diverted to more local plans. They were the modernization of the Great North Road, the Midlands-South Wales link, the London-Birmingham-Preston road, the London-Bristol and South Wales route and the London-Channel ports road improvement.

"LIGHT THE MOTORWAYS AND LEAD THE WORLD"

BRITAIN has an opportunity to lead the world in the lighting of motorways, and the chance should not be missed, according to Mr. W. Robinson, the Electrical Development Association's lighting officer. In London last week he said one of the main functions of motorway lighting would be to encourage drivers to use the motorways freely after dark.

Experiments were now being made, and it was estimated that lighting would add £4,000 to the £250,000 cost of a mile of new road. Instead of eliminating headlights, it was visualized that the lighting would extend their range and minimize the glare problem from oncoming vehicles.

PROFIT AND LOSS

H. and J. Quick, Ltd., £51,324 net profit after £65,350 tax. Year's dividends 30 per cent.
Associated Engineering, Ltd., £1,231,433 net profit after £1,301,265 tax. Year's dividends 20 per cent.
R. A. Lister and Co., Ltd., £488,120 net profit after £586,852 tax. Year's dividends 12½ per cent.

Car Transporter Case Succeeds

THE first application for a car transporter to be made in the Western Traffic Area was successful, last week. Mr. H. Hooper-Organ, Blagdon, Somerset, was granted two transporters on B licence by the Western Licensing Authority, Mr. S. W. Nelson. His case was supported by three motor dealers.

On his behalf, Mr. T. D. Corpe said Mr. Hooper-Organ had had considerable experience in the motor industry as sales manager for a leading distributing organization. Now he wanted to enter the specialized field of car transportation. If the application were granted it would mean a considerable number of new cars coming off the road, and labour costs would be cut.

British Railways and British Road Services objected, and they were backed up by Progressive Deliveries, Ltd., Coventry, who were allowed to state a case, although they had not lodged a formal objection.

Mr. W. F. Horn, Progressive Deliveries' managing director, explained that he had been told by his solicitor that he could not object. He operated 26 transporters, 18 of them on export traffic. He had been granted another four, but had to await delivery.

Mr. Nelson said it was an interesting case which had been prompted because in future transporters would not be allowed to carry cars under trade plates. He realized that the railways and B.R.S. would have to be protected, so he would stipulate that Mr. Hooper-Organ's two transporters should carry only "uncased, mechanically propelled vehicles between the manufacturers and distributors in Bristol."

DRIVER CALLS FOR COURTESY CAMPAIGN

A CALL for a courtesy drive by bus crews was made last Friday by Mr. C. G. Burks, a driver employed by East Yorkshire Motor Services, Ltd., speaking at the annual dinner of the E.Y.M.S. "25" Association at Bridlington. His aim was to break down antagonism on the part of the passengers.

He pointed out that as a result of a decline in traffic, services had been cut and hardship had been caused to staff through their transfer to other depots, involving long journeys to and from work. Unless the decline could be halted there would be further redundancy before the next annual dinner was held.

Mr. A. F. R. Carling, managing director, said that if the company were successful with their present application to raise fares, their charges would still be less than twice the pre-war level, although costs had increased threefold.

HIGHWAY LAW

THE committee set up in February by the Ministers of Transport and Housing and Local Government to study the consolidation of highway law have made their report, which is to be issued as a White Paper.

No Trend to Under-powered Chassis

BECAUSE fuel accounted for only 7½ per cent. of his total costs, compared with 57 per cent. for labour, the American goods-vehicle operator was not primarily concerned with fuel economy when he bought new vehicles. There would never be any trend in America towards building under-powered chassis.

This opinion was expressed yesterday by Mr. John F. Moon, A.M.I.R.T.E., technical editor of *The Commercial Motor*, when he addressed the Institute of Road Transport Engineers in London on "Transport Developments in the U.S.A." He added that the thought of running a vehicle of even 20 tons gross with an engine developing less than 120 b.h.p. was completely foreign to the Americans, and that he agreed with this outlook.

The growing popularity of forward-control vehicles in the U.S.A. had not been dictated by stylists. The use of synthetic materials in the manufacture of household commodities had increased the bulk which vehicles had to carry, and designers had to provide cabs for forward-control vehicles which offered the same comfort and degree of engine accessibility as those of normal-control types. Citing cabs which could quickly be tilted to reveal the engine, Mr. Moon said that American design in this respect was "well ahead" of British.

Braking of American vehicles was "surprisingly poor," and operators, being aware of this, went to extreme lengths to remedy the situation themselves. Some sought to balance braking pressures among the wheels by pyrometer measurements, the aim being to equalize temperatures of the drums on any axle and ensure that front brakes operated at up to 125° F. higher than those at the rear.

Sintered-metallic facings were being

produced in large numbers. These had good anti-fade properties, and ceramic-metallic facings were even more advanced. Engineers were having to turn their attention to improving brake-drum material and sintered-iron drums appeared to be the most promising, being reasonably stable at high temperatures. Water-cooled brakes, with the facings on the drums, were being developed: these were stated to be five times as powerful as normal units and to offer facing life 10 times as long.

Compared with woven facings, sintered- and ceramic-metallic facings had much higher fade resistance, and if they were manufactured in Britain the drum brake would gain a new lease of life.

Mr. Moon reviewed American transmission systems, and emphasized that the economy of torque-converter types depended upon competent and regular servicing as well as intelligent use.

Passenger operators had to pare costs, which explained why 33,000 buses were oil-engined. Rear engines were general, except for school buses, and it was hard to understand the "solid wall of resistance" to them which existed here. Mr. Moon was impressed by the care with which G.M.C. buses were manufactured, all components being treated against corrosion. Body life was enhanced by air suspension, which also decreased transmission wear, whilst the suspension components themselves needed scarcely any attention.

Nearly 11m. goods vehicles were in use in the U.S.A., and by 1975 there would be 17m. About half of all goods transported went by road—more than 1,650m. tons a year—and average annual total vehicle mileage was approximately 120,000m.

Inventor Must Attend—or No Licence

A LAST-MINUTE request for an adjournment of their application, made last week by Limemaster, Ltd., Church Stretton, was strongly criticized by Mr. R. Hall, West Midland Deputy Licensing Authority. In a letter, the company said their managing director, Mr. T. Cooper, was attending the Smithfield Show.

To this, Mr. Hall suggested that he was taking the matter far too lightly. As a person of some education, Mr. Cooper should realize that a licence was a valuable thing.

Limemaster were seeking a new B licence to cover three vehicles. At a previous hearing they were granted a short-term licence pending a possible agreement with British Railways. At that time, Mr. Cooper said he needed conditions covering the collection and delivery of lime and fertilizers within 100 miles of Church Stretton, and the collection of basic slag from Scunthorpe, Port Talbot and Corby.

Mr. Cooper explained that he had

perfected a pallet system for fertilizer spreading, using steel pallets of 35-cwt. capacity. These were tipped by a fork-lift arrangement attached to the spreader into hoppers, which could be extended over 14 ft. for gravity spreading. The dust nuisance had been obviated, and farmers had given the system an enthusiastic reception.

C-licence lorries were operating the service and saved 10s. a ton on bagging, but the company wanted to carry for customers rather than buy the fertilizer themselves. The railways opposed the application because they were carrying a large amount of bagged fertilizer, but the invention could cut out bagging and revolutionize the traffic. The railways were prepared to carry the pallets if they could be handled by conventional cranes.

Last week, Mr. Hall said the short-term licence would not be extended. Unless Mr. Cooper attended a public inquiry before the licence expired in January he would no longer be able to carry for hire or reward.

ISLAND PARADISE

NO purchase tax on motor vehicles, and a duty of 6d. per 42 gallons of petrol and derv—that is the commercial vehicle operator's paradise in Jersey. And at the next sitting of the island parliament, the States of Jersey, a Bill will be introduced to keep things exactly as they are.

The Assembly will also be asked to continue to allow motor vehicles of every description to be imported free of duty.

Rail Plea for More Evidence Fails

DESPITE a plea by British Railways that insufficient evidence had been put forward, a B licence was last week granted to J. Stamper (Farms), Ltd., Dearham, West Cumberland, for the carriage of livestock within 100 miles of base.

Mr. Richard Stamper, managing director, told the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, that they had three dairy farms producing 400 gallons of milk a day, and they also carried on business as hauliers.

Mr. F. J. McHugh, for the railways, submitted that up-to-date figures of hiring should be produced, together with witnesses showing need for the licence.

Mr. Lindsay granted the application, subject to a C licence being surrendered.

ROLLS-ROYCE ENGINES FOR CANADIAN MODELS

NEW 15-30-ton lorries to be built by the International Harvester Co. of Canada, Hamilton, Ontario, are to be fitted with Rolls-Royce oil engines made in Shrewsbury. This was announced last week by Mr. R. B. Bradley, president.

Formerly about 250 heavy vehicles were imported each year from the U.S.A. at a cost of about £1.7m. Mr. Bradley added that his concern intended to build or buy as large a proportion of component parts as possible in Canada and Britain.

COMETS FOR ROCKET TOWN

CLAIMED to be the largest articulated buses ever built in South Australia, three Leyland Comet 63-passenger outfits have been supplied to the Department of Supply, Woomera, to carry scientists and technicians from the township to the rocket range. The semi-trailers were built by the Freighters Company at a total cost of nearly £A15,000. The steel bodies are 43 ft. 6 in. long and have 12 seats above the coupling, two rows of 29 double seats and a five-passenger seat at the rear.

BEAVERS FOR V.H.S.

VALUED at more than £60,000, two orders which have been placed by the Vehicle Hire and Supply Co., Ltd., Rushden, Northants, with Leyland Motors, Ltd., call for 22 Beaver 14B.10 tractors. When used with a two-axled semi-trailer, this type of prime mover has a maximum gross rating of 24 tons.

FOR a town of only 7,000 inhabitants to be served by 14 bus operators—all of them with paying services—is quite an achievement in these days of financial strain in the field of rural transport. The market town of Sudbury, however, can boast attention from 12 private operators and two companies controlled by the British Transport Commission.

Set amidst the picturesque scenery of the Stour Valley, Sudbury is the centre of West Suffolk's rich agricultural area, and has numerous flour mills, together with a flourishing silk industry. Market day is the main weekly attraction, and even the smallest out-of-the-way hamlet is covered by at least one market service.

Despite the large number of operators running into Sudbury, only Corona Coaches, Ltd., have premises in the town.

Market day in Sudbury, and a Bedford, operated by Theobald and Son, Long Melford, brings in a crowd of people from outlying villages on their weekly shopping expedition. The company's fleet is made up of coaches and single-deck buses, all of them Bedfords.



Country Services' Part in Growing Prosperity of a Busy Market Town

Small Bus Thrive in



Just outside Sudbury is Ashen the base of B. K. Jennings, who operate this Leyland. They have an attractive green livery for their fleet of Leyland and Bedford single-deck buses and coaches. Their vehicles cover the Ashen-Sudbury route twice a week.

They provide a wide selection of express and excursion facilities, and one of their major services is the daily express connection with London. On the inward journey, this service fans out to Hartest, Hadleigh and Stowmarket.

The Sudbury-London express route, together with a number of minor stage-carriage operations, had been built up over

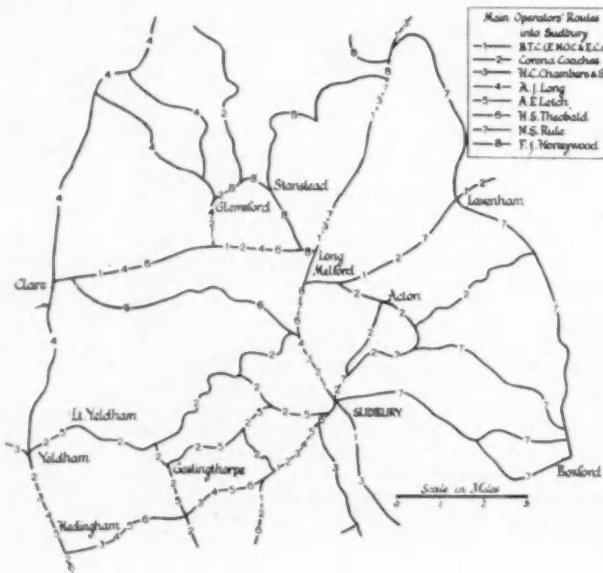
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the years by Mr. A. A. Chinery, but in 1956 the concern changed hands and since then there has been a radical alteration in the nature of the business.

The number of stage routes has been enlarged through the acquisition of H. Rippingale, Gestingthorpe. This move enabled Corona to take over the services linking Gestingthorpe with Sudbury, Halstead and Braintree, and they made another big stride forward when the services operated by A. J. Long, Glemsford, were acquired.

Long's main route was from Clare and Glemsford to Sudbury, with some of these journeys extended to a large wood-working factory at Heddingham (Essex). They also ran from Clare to Bury St. Edmunds, which enabled them to provide a Sudbury-Bury St. Edmunds link. Now that Mr. Long has joined the Corona board a number of changes is likely, particularly in the express field. Already a move has been made to connect Bury St. Edmunds directly with London, via Sudbury, although passengers can make this journey at the moment by changing at Rede.

Before the amalgamation, Corona had 10 vehicles on the road displaying brown and tangerine livery. The fleet was made up of an A.E.C. Reliance, with a 41-seat Burlingham body, a Regal Mk. III, with a Willowbrook body, a Regal Mk. IV, and two Leyland Tigers. Bedford Duple Vistas and Vegas completed the line-up.



Supplemented by Long's vehicles, the fleet strength is now 19, including three double-deckers—an A.E.C., a Bristol and a Guy. The additions are three Bedfords, two Leyland Tigers and an A.E.C. Regal Mk. III with automatic gearbox.

Operations have been centralized by removing all Long's vehicles from Glemsford to Corona's depot at Acton, and the combined fleet is now controlled from Sudbury.

Another concern serving Bury St. Edmunds from Sudbury are H. C. Chambers and Sons, Bures, who operate a through Colchester-Sudbury-Bury St. Edmunds service with a fleet of red and cream double-deckers. They also provide a Saturday service between Sudbury and Colchester, via Pebmarsh, and, on Thursdays and Saturdays, they link Bures and

Halstead to Sudbury. The other B.T.C. company, Eastern Counties Omnibus Co., Ltd., run into Sudbury from Ipswich and Bury St. Edmunds.

Long Melford, between Sudbury and Bury St. Edmunds, is mainly served by Theobald and Son with a fleet of cream and green Bedfords. They also run a daily service between Sudbury and Clare via Long Melford, and on Saturdays they go through Foxearth on the same service. On market day, Theobald's link Alpheton and Sudbury, and a Bulmer-Sudbury route is operated on Thursdays and Saturdays.

Their other three routes through Sudbury are unusual in that they are operated only on Sundays and Bank Holidays. They are the Sudbury-Clare-Haverhill, Long Melford-Hedingham-Halstead-

In the west, A. E. Letch operate from Hedingham to Sudbury on Thursdays and Saturdays. Mostly they keep to the main roads, but on Thursdays they send some vehicles through Gestingthorpe. A week-day service is also provided between Hedingham and Braintree, and some Sudbury-Hedingham journeys connect with Braintree buses so that a through Sudbury-Braintree service is accomplished.

Letch's have a fleet of six vehicles displaying dark and light brown livery. One is a Crossley double-decker with Crossley bodywork, and the others are all single-deckers—a Dennis Lancet, three Bedford Vistas and one Vega.

Services into Sudbury are also provided by W. Norfolk and Sons, Nayland. On Saturdays they run between Colchester, Nayland and Sudbury; on Thursdays between Nayland, Stoke-by-Nayland and Sudbury; and on Wednesdays, Thursdays, Saturdays and Sundays between Nayland, Honey Tye and Sudbury.

Four more operators can be seen in Sudbury on various days. J. Amos, Belchamp St. Paul, run in from Ovington on Wednesdays, Thursdays, Saturdays and Sundays; S. Blackwell and Sons, Earls Colne, connect Halstead and Sudbury on market day; Nicholls (Clare), Ltd., have a Clare-R.A.F. Stradishall-Sudbury service on Mondays, Tuesdays and Fridays; and H. K. Jennings cover the Ashden-Sudbury route on Tuesdays and Fridays.

The combined fleets of the independent operators make up a total of about 80 vehicles, about 10 of them double-deckers. Many of the others are coaches, with Bedfords predominating. In addition to the stage services, a large number of school contracts is worked, providing a steady income.

So far, one-man operation has not been used to a great extent in the area, mainly because few of the existing vehicles are really suited to it. A few 29-seat Bedfords have been adapted, and so have some of the underfloor-engined vehicles run by Corona and Jennings, but other operators have been unable to take advantage of this system. Even the one-man vehicles run by Corona and Jennings are normally used only for express purposes.

On the whole, working relations between the operators are good, and a great amount of inter-hiring takes place.

Over the past 10 years, many new shops have been opened in Sudbury, and the growing prosperity of the town—particularly through trading by people from outlying districts—can be directly attributed to the travel facilities it enjoys.

This Bedford still displays the name F. J. Honeywood, Stanstead, although the concern are now controlled by F. Goldsmith (Sicklesmere), Ltd. Honeywood's are one of the operators linking Sudbury with Bury St. Edmunds, and have a fleet of chocolate and cream vehicles.

Concerns Sudbury

Sudbury through Lamarsh. On Fridays only they run between Halstead, Sudbury, Hedingham and Haverhill. All Chambers' vehicles are garaged at Bures.

A link between Sudbury and Bury St. Edmunds is also provided by F. J. Honeywood, Stanstead. This concern are now controlled by F. Goldsmith (Sicklesmere), Ltd., but the name of Honeywood is still retained on the fleet of chocolate and cream vehicles. Honeywood's were among the last operators to have a Leyland TD1 running regularly, with its original Leyland body and engine, and they presented this vehicle to Leyland Motors, Ltd., a few years ago.

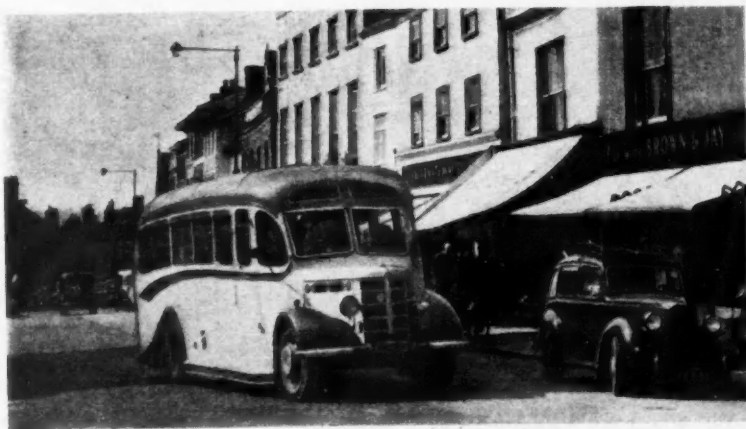
The Eastern National Omnibus Co., Ltd., operate a daily service from Colchester, which is extended through Sudbury to Glemsford on Saturdays and to Clare on Sundays. They also provide a market-day service from Braintree and



This smart A.E.C. is one of the fleet run by Corona Coaches, Ltd., the only operators with premises in Sudbury. They offer a wide variety of facilities, including services to London, and have made rapid strides in the past few years by extending their routes and breaking new ground in the excursion and express fields.

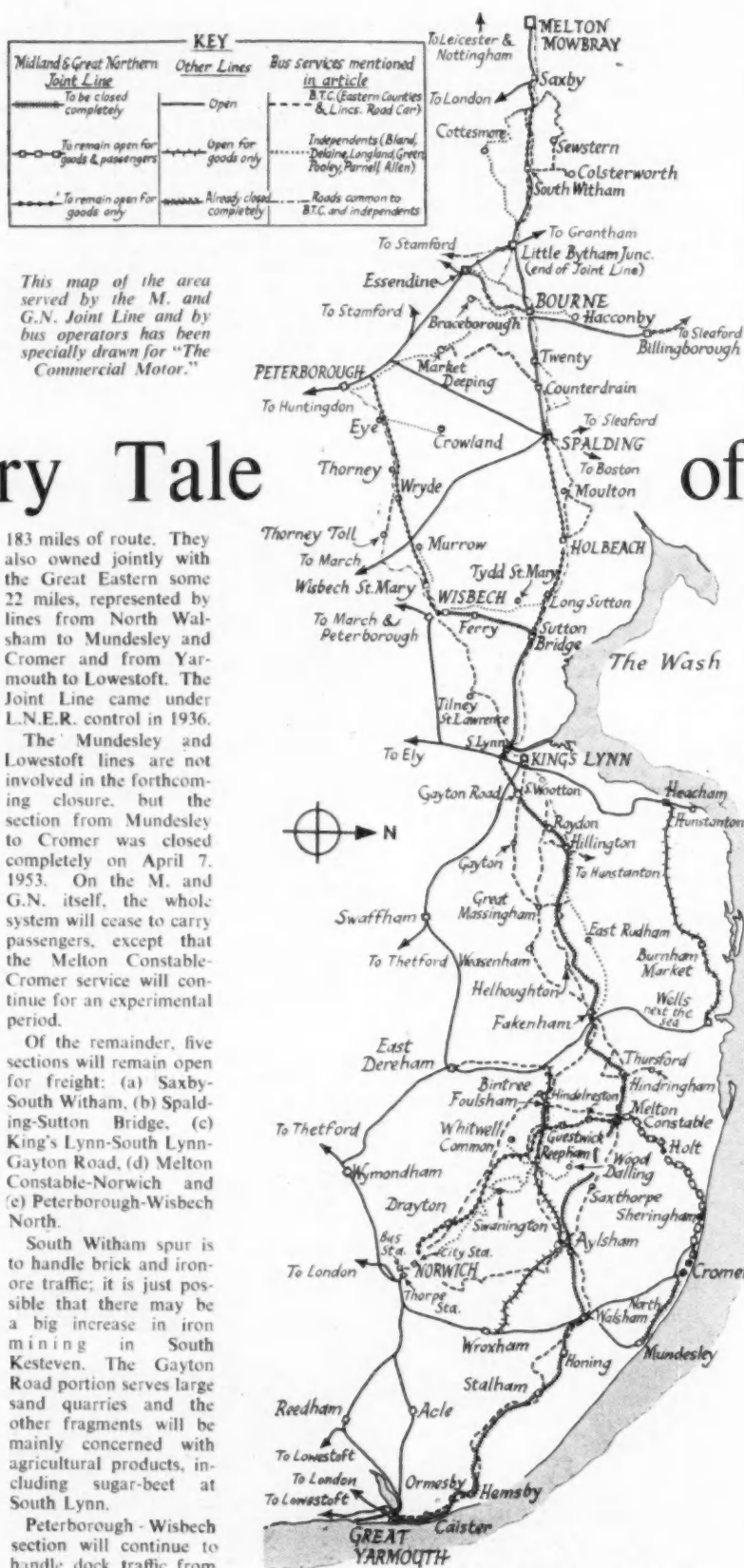
Braintree, and Long Melford-Sudbury-Halstead services.

To the east of Sudbury is Boxford, and a link between the two towns is provided by Rule's Coaches, Ltd., who call at all the important villages on the way. They run 15 single-deck vehicles, 14 of them Bedford Duples and the other a Plaxton-bodied A.E.C.



MANY years ago, idly turning over the pages of Bradshaw, I noticed a line on which there were stations with the curious names of Twenty and Counterdrain; it also had a branch on which another station was tersely named Ferry. A map showed all these in the Fens and, apparently, isolated from human habitation. I thought it would be interesting to travel over the line which served them, but it was only recently that I had the opportunity of doing so.

Then it was through the courtesy of British Railways (Eastern Region) and for the purpose of seeing the line before it disappears from the railway map on February 28. These stations are on the Midland and Great Northern Joint Line and the closure of the major portion of



The Sorry Tale of

this undertaking will be the biggest railway abandonment ever known in this country.

It was not until I travelled on the line that I realized its length and how little it is patronized by passengers on normal weekdays. British Railways estimate that the closure will save at least £640,000 a year and they will avoid heavy capital expenditure which would be necessary if the line remained open.

According to the Transport Users' Consultative Committees there will be immediate and short-term savings of working expenses of £826,000 and a further saving of £183,000 in provision for renewals. Against the total of £1,009,000 has to be set deductions of £369,000, consisting of £265,000 as the estimated loss of gross receipts through the diversion of traffic and £104,000 as the estimated cost of providing alternative services.

Victorian Survival

The Joint Line is an interesting survival of the Victorian era. The two old companies whose names it perpetuated entered what was otherwise solid Great Eastern territory by buying up a number of small companies whose systems fitted naturally together and provided junctions with the Great Northern at Peterborough and with the Midland at Little Bytham, Lincs, 4½ miles west of Bourne. The latter connection gave access to Melton Mowbray, Nottingham and Leicester.

For operating purposes the Joint Line is considered as ending at Saxby Junction, where it joins the main line of the Midland. The main line of the joint undertaking is, therefore, regarded as running from Saxby to Great Yarmouth (Beach) via Bourne, Spalding, South Lynn (with a branch to King's Lynn), Fakenham, Melton Constable and North Walsham.

The line from Peterborough comes in at Sutton Bridge and there are branches from Melton Constable to Norwich and to Cromer, so that at its maximum, the M. and G.N. owned and operated about

183 miles of route. They also owned jointly with the Great Eastern some 22 miles, represented by lines from North Walsham to Mundesley and Cromer and from Yarmouth to Lowestoft. The Joint Line came under L.N.E.R. control in 1936.

The Mundesley and Lowestoft lines are not involved in the forthcoming closure, but the section from Mundesley to Cromer was closed completely on April 7, 1953. On the M. and G.N. itself, the whole system will cease to carry passengers, except that the Melton Constable-Cromer service will continue for an experimental period.

Of the remainder, five sections will remain open for freight: (a) Saxby-South Witham, (b) Spalding-Sutton Bridge, (c) King's Lynn-South Lynn-Gayton Road, (d) Melton Constable-Norwich and (e) Peterborough-Wisbech North.

South Witham spur is to handle brick and iron-ore traffic; it is just possible that there may be a big increase in iron mining in South Kesteven. The Gayton Road portion serves large sand quarries and the other fragments will be mainly concerned with agricultural products, including sugar-beet at South Lynn.

Peterborough-Wisbech section will continue to handle dock traffic from

Wisbech and bricks from Eye Green and Dogsthorpe. It is difficult, however, to see what future there can be for the Melton Constable-Norwich branch, as it will have lost its westward connection and is not physically connected at the Norwich end with other railways. The net effect is that 116 route-miles will be completely scrapped and a further 68 miles will be open only for goods traffic.

Strong opposition to the proposals has been aroused, but the opponents of closure have been unable to convince the Transport Users' Consultative Committees. The effect on the Norfolk seaside resorts is one matter which railway spokesmen claim can be dealt with by alternative routing.

Objection has been taken to the longer journey times which replacement services

Station, which will cease to function completely, had been handling 25,000 tons of traffic a year. Into South Kesteven went 10,000 tons of seed potatoes a year, nearly all railborne, as was much of the 250,000 tons of potatoes produced there annually.

I know from my own experience that for many years there have been complaints of poor rail transits between the Midlands and East Anglia. It is, at first glance, surprising that this should be so, because the map shows that the M. and G.N. takes just about the shortest possible line from the west as far as King's Lynn, but even this advantage was largely lost in the long overall transit time imposed by the great lengths of single track. Of the total route-mileage, 109 miles (about 60 per cent.) is single.

a Railway

Always Slow, Inconvenient and Poorly Patronized, the M. and G.N. Joint Line is to be Abandoned in Favour of Road Transport

by bus will entail; from Melton Constable to Norwich will take 80 minutes by bus against 40 minutes by diesel train. The villagers of Melton Constable are worried about the future, as out of a total population of 1,100, 250 are railway employees.

The East Anglian Grain Co., East Rudham, told the Consultative Committees that they had spent £40,000 on bulk loading equipment for corn at East Rudham Station. Breweries will not take in grain in bulk except by rail, so that the company will first have to send their grain by road to Swaffham, a distance of about 13 miles, at an additional cost of about 15s. a ton. When the Transport Users' Consultative Committees sat at Norwich the general manager of the Eastern Region said that some help might be given in meeting such haulage costs.

Dearer Coal

Coal merchants from Catfield and Stalham (between North Walsham and Yarmouth) and from Massingham, in the west of the county, have estimated that the cost of coal there will be increased by 7s. to 12s. a ton. Cromer and Sheringham were concerned about their crab traffic, but the railway spokesmen contend that the re-routed service to Lynn and Boston will be better than the present one.

At the T.U.C.C. hearing at Bourne, objectors drew attention to the great amount of track relaying which has been done in recent years. One farmer spoke of paying £185 to the railway for a siding and then spending £1,000 on a loading dock which would be unused when the railway closed.

Other speakers said that Bourne

By
C. S. Dunbar,
M.Inst.T.

Not only are there few loops on the long stretches of single track, such as that from Spalding to Sutton Bridge, but the bridges at Sutton and Lynn, with their single tracks, necessitate severe speed restrictions.

On the whole, the M. and G.N. timetables show little change in half a century, and it is obvious that even in the days of a railway monopoly the line was only lightly loaded. There has never apparently been any Sunday service.

The long journey time and inconvenient timings have discouraged through travellers and most people wanting to go from, say, Birmingham to Norwich or Yarmouth go via London, despite the much greater distance.

Advantage to Road Transport

In Norfolk the layout of the Joint Line has played into the hands of the road operators. The main-road distance between King's Lynn and Norwich is about 43 miles and this road passes through the important centres of Swaffham and East Dereham.

The M. and G.N. distance is 55 miles; goods trains have to reverse at South Lynn and most passengers have to change there. Passengers have to change again at Melton Constable and the only town of any size en route is Fakenham. Incidentally, even the old Great Eastern route between Dereham and Norwich compares unfavourably with the main road—21½ miles against 16.

As a route from King's Lynn to Yarmouth, the M. and G.N. is right out, with its 75 miles against 61. Diesels have been working from Melton Constable to Cromer and to Norwich, but although they have produced increased revenue it has not been sufficient to outweigh the losses on other parts of the line, nor, indeed, even to justify the continuance of the passenger service between Melton Constable and Norwich.

The so-called City Station at Norwich, a dead-end terminus, is inconveniently situated and passengers arriving there

either have a long walk, mainly uphill, or have to take a bus into the city centre. Melton Constable is of no importance except as a railway junction and the original site of the motive power headquarters when the M. and G.N. was in effect an independent railway.

At present the Eastern Counties Omnibus Co., Ltd., run an hourly service to Drayton, 4½ miles out from Norwich, whilst Costessy (for which Drayton is also the railway station) is served frequently by two other routes. Beyond Drayton the service consists of only a few buses a day on five days a week and these are on the Fakenham route, which gradually diverges farther and farther from the railway.

Service 70 cuts the line at right angles as it runs between Dereham and Aylsham, giving four journeys on Saturdays and three on other days. This service replaced the Dereham-Wroxham railway service which was suspended on September 15, 1952; buses originally ran through to Wroxham, but the section thence from Aylsham has had to be withdrawn.

Service 10b (Norwich-Aylsham) was also put on in connection with this closure. It will be noticed from the map that parts of this line are still open for goods traffic, but that there is a gap between Foulsham and Reepham.

Buses a Rarity

Melton Constable rarely sees a bus. On Sundays Eastern Counties work four journeys through the village as a diversion on their Norwich-Blakeney service. Mr. J. W. A. Smith, of Wood Norton, provides a Friday market service to Dereham and a cinema service to Holt three times a week in winter and twice a week in summer.

Eastern Counties now propose to run seven journeys a day each way between Norwich and Melton Constable, but because of the topography some 10 miles of the new route (mostly along the Fakenham road) will not be serving the catchment area of the railway at all. Although service 70 runs on the same roads for a short distance between Foulsham and Bintree, it has not been practicable to do much in the way of connections.

People at Reepham, the largest village in the district, have, however, been relying on the daily service into Norwich of R. R. Allen (Reepham), Ltd. This, which at present continues northward to Wood Dalling twice a week, will be extended to Guestwick. From two to six journeys a day will be given between Reepham and Norwich and from two to four (Sundays excepted) through from Guestwick. There will also be a diversion to take in Whitwell Common.

The main problem on the passenger side has, of course, been to provide a service between King's Lynn and Yarmouth. I have already mentioned the isolation of Melton Constable and over considerable lengths of the road between the two terminal points there has either been no service at all or only market-day facilities.

It is only at its eastern end that the

new through service, 401, will duplicate existing facilities. At Ormesby the new service will not pass through the village as service 6 does, but will use the B 1159 road.

Some of the gaps are surprising. One would have thought, for instance, that there would have been a daily service between Lynn and the market town of Fakenham, but there are only three through journeys a week, plus five on other routes which make connections. These journeys are worked via South Wootton and Weasenham. The new timetable offers seven journeys a day via Gayton, crossing the existing route at Massingham.

Mr. L. L. Parnell, of East Rudham, who runs market-day services thence to Fakenham and to Lynn, has not applied for additional journeys.

Lynn-Yarmouth Direct

Eastern Counties will give three journeys a day right through from Lynn to Yarmouth and four in the reverse direction, the journey time being 3 hours 57 minutes, compared with from 2 hours 25 minutes to 2 hours 55 minutes by rail. The seven journeys from Lynn to Fakenham mentioned above will run through to Melton Constable: there will be six journeys from Melton to Aylsham, seven from Aylsham to North Walsham and nine from Walsham to Yarmouth, these figures including the through journeys.

Certain connections will be made with the Norwich service at Melton Constable, but it will not be possible to do this in every case. There will be a number of shorts, mainly for schools.

In general, single-deckers will be used, but some of the shorts may be worked by double-deckers. Buses are already garaged at Massingham, Fakenham, Aylsham and North Walsham, as well as at the termini, but it will be necessary to station one or two also at Melton Constable.

The railway from Peterborough to King's Lynn does not go direct, but runs almost straight north from Wisbech to join the main line at Sutton Bridge. The road services paralleling this line are those of H. Pooley (Holbeach), Ltd., and of Cook and Tibbs, Ltd., Bell's Bridge, Holbeach St. John's. Pooley's run daily between Long Sutton and Wisbech, and Cook and Tibbs on Saturdays only from the operator's base, striking the main road at Tydd St. Mary. Pooley's also run market-day services from Long Sutton to Holbeach and to Lynn.

Eastern Counties have paralleled the line from Peterborough to Wisbech for many years, and run every hour (half-hourly some days) between Wisbech and King's Lynn. These two services are being combined, but the regular hourly headway will apply only to the Wisbech-King's Lynn portion.

Between Peterborough and Wisbech there will be two or three extra journeys on week-days, but on the portion between Peterborough and Thorney Toll the number will be much the same as now, although timings will be different because of the presence of two independents.

Mr. J. L. Green, of Thorney, runs between there and Peterborough on Wednesdays, Saturdays and Sundays, having as many as 17 journeys on Saturdays. Longlands (Crowland), Ltd., join the main road at Eye on their Crowland-Peterborough service. Both these operators are revising their time-tables so as not to clash with Eastern Counties.

Mr. A. Brown, of Guyhirn (Marquis Bus Service), is not applying for any alteration to his Guyhirn-Wisbech service, which covers the same road as Eastern Counties, but he proposes to run two round trips on Tuesdays and Thursdays on his Murrow-Wisbech service, which at present works only on Saturdays. Eastern Counties estimate that they will be running some 550,000 extra miles a year all told.

West of King's Lynn is the territory of the Lincolnshire Road Car Co., Ltd., already well served by the old-established service 65, which works every hour between Spalding and King's Lynn and every half-hour on certain days between Spalding and Holbeach. Some duplication may be required.

West of Spalding, service 20 (Spalding-Grantham) roughly parallels the railway as far as Bourne and from four to seven journeys a day are given. On top of this will be a new service, 70, from Spalding to Melton Mowbray, keeping as close to the railway line as the road layout will allow. Two journeys a day in each direction will be worked, with an extra return trip on Thursdays only between Spalding and Bourne.

The one journey a week on service 25B between South Witham and Melton will apparently continue, as will also the three or four daily journeys into Melton from Wymondham on 25A. Mr. R. H. Bland, of Cottesmore, covers this section four days a week and runs a market service to Bourne.

Service Loses Heavily

Spalding-Bourne is also served on Tuesdays by Delaine Coaches, Ltd., Bourne, with one round trip. This service, which earns only about 25 per cent. of its expenses, necessitates a bus lying-over in Spalding from 10.25 a.m. until 3.15 p.m., and as the latter time is the same as that chosen by Lincolnshire Road Car for their daily departure, Delaine suggest taking their bus back to Bourne at 10.30 a.m. Part of this road is covered on Saturdays by Eastern Counties.

Delaine also run a Bourne-Stamford daily service, which as far as Witham-on-the-Hill (about 4½ miles) uses the same roads as the new service. The Road Car Co. have offered a protective fare over this portion.

Delaine have already had experience of a railway replacement service. When the railway was closed between Bourne and Essendine on June 18, 1951, they put on a daily service between these places via Thurlby and Braceborough, but it incurred such losses that it was soon cut down to two round trips on Thursdays and Saturdays only, and then only between Bourne and Braceborough.

Figures quoted by the railways show very few passengers boarding or alighting west of Spalding. At Bourne, for instance, only about 30-40 people a day joined trains and the same number alighted, except on Saturdays, when there might be 80 to 150.

Lincolnshire Road Car propose to allocate only two extra vehicles for the additional work, one for service 70 and one for duplicating on 65. Both will be garaged at Holbeach.

I am sorry that I cannot be as informative about freight traffic. One of my difficulties in writing this article has been that, except in the case of passenger loadings, the railways have refused to publish the detailed statistics on which the closure decision was based. Although the Consultative Committees met in public the revenue figures and details of goods loadings were divulged only in sessions closed to the Press.

The Great Eastern section of the Eastern Region have told me that in Norfolk they have zonal road services based on Norwich, Yarmouth, North Walsham, Fakenham, Dereham, Swaffham and King's Lynn. These, it is stated, should be able to handle the sundries traffic which has hitherto travelled by the Joint Line and will now be routed to other stations, especially as in the market centres there will be stations still open.

Railway Secrecy

The Great Northern section have not been willing to divulge even where their vehicles are based, but I assume that there are some at Bourne, Spalding, Holbeach, Wisbech, and perhaps Long Sutton. Neither of the Licensing Authorities concerned had received applications for variations at the time of my writing, but I am wondering what will happen at Bourne.

This place, which has been the junction of four railway lines, will now have no train service of any kind and it would be interesting to know whether railway lorries are to be based there in future and, if so, where they will work. Here, it seems, is a chance for some co-ordination between British Railways and British Road Services.

The allocation of B.R.S. vehicles in the M. and G.N. area is: Bourne, 13 general haulage; King's Lynn, 48 general haulage and four parcels; Norwich, 70 general haulage, 21 contract and 51 parcels; Wisbech, 50 general haulage and seven contract; Peterborough, 57 general haulage.

At present no alteration is proposed, but so far as I know, the Bourne district is a gap in the nation-wide parcels services offered by B.R.S. and by the express carriers' group of the Road Haulage Association. It is surprising that there are no B.R.S. parcels vehicles even at Peterborough.

Instead of increasing the railway road fleets or leaving railway vehicles at Bourne unattached to a station, would it not be useful to allocate some B.R.S. parcels vehicles to either Bourne or Peterborough to take over the ex-M. and G.N. sundries?

New Equipment

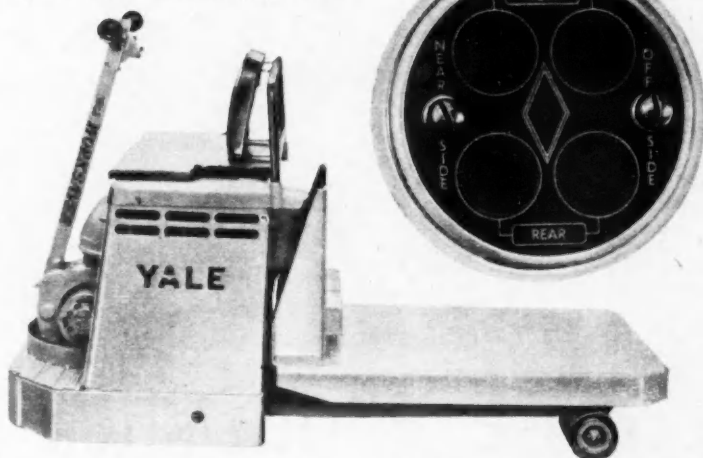
3-ton Works Truck

A PLATFORM truck with a capacity of up to 3 tons, and available in versions for use on the public roads, has been produced by the Yale and Towne Manufacturing Co., Wednesfield, Wolverhampton, Staffs. It is a battery-electric appliance with a top speed laden of 5 m.p.h. and may be either rider- or pedestrian-controlled.

Battery capacity is stated to be sufficient for an eight-hour shift, whilst a discharged battery can be replaced within minutes. Various sizes of elevating platform are offered.

Yale 51 3,000-10,000 lb. battery-electric fork-lift trucks are now made with a lifting speed of 40 ft. per min. for 2-ton loads. This is stated to be the fastest of any British-built machine of equivalent

(Right) Gripson plastics letters are interlocking and adhere to a strip which is glued on both sides, the back being covered with waxy paper to be removed when a made-up word or series of symbols is attached, for example, to a shelf or drawer in a stores.



capacity. Elevating speed unladen is more than 60 ft. per min.

Heights for which the new speeds are offered are 8 ft. 4 in., 10 ft. 10 in. and 12 ft. In the conventional speed range, 51 trucks can be obtained to stack loads up to 30 ft.

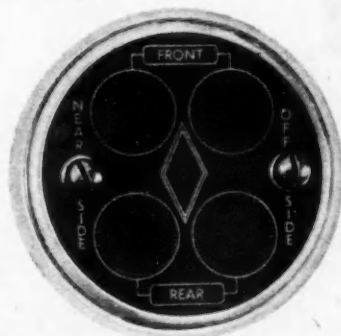
Lamp-failure Indicator

THE Cheklite is a dashboard accessory produced by S. Norrish, Ltd., 220 Great Portland Street, London, W.1, to indicate the failure of a side or rear lamp. It has a face 1½ in. diameter with four green illuminating discs representing the side and rear lights. If a fault should occur in the lighting circuit causing any lamp to become extinguished, the corresponding disc on the Cheklite goes out.

Normally, the discs are illuminated when the side and rear lamps are switched on and the degree of brightness can be adjusted at the time of installation. Another feature is a parking switch which can be used to turn out near-side lamps. Complete with cable, the Cheklite costs £5 7s. 6d.

Plastics Letters

CHIEFLY intended for labelling storage shelves and bins, Gripson plastics letters are available from Precision Components (Barnet), Ltd., 13 Byng Road, Barnet, Herts.



(Above) The Yale 3-tonner may be either rider- or pedestrian-controlled, and is available in versions suitable for operation on the highway.

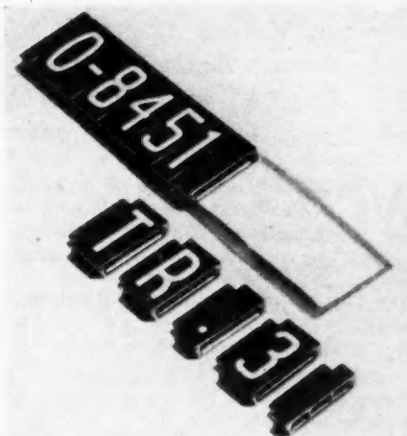
The letters are white on a black background, and the pieces interlock. For attachment to a surface, the letters are stuck to a strip which has adhesive on both sides, the back being blanked off with paper, which can be peeled off. The strips can be used more than once, as may be necessary if a shelf is relabelled.

Sets of 252 letters or numbers cost £3 3s., with spacing pieces and adhesive strip, and characters can be bought loose at 3s. a dozen or £1 10s. a gross.

Tubed Sealing Compound

IN use in different works where it is applied by pressure gun, Autamastic sealing compound is now available from Secomastic, Ltd., Western Road, Bracknell, Berks, in 2s. 11d. tubes for small users. Suggested applications include the prevention of leaks through glazed fittings, lap joints in floor plates and under dashboards, and for preventing corrosion around wheel arches and lamp sockets.

Various grades of this product are also supplied in cartridges for caulking guns. Prices of cartridges range from £1 12s. 3d. to £2 4s. 3d. Autamastic is



(Left) The Cheklite shows when a failure has occurred with a side or rear lamp. It may be fitted to the dashboard. (Right) This Jacacaddy has a squeeze clamp and elevating and tilting mechanism for handling drums.



either cream or black, but the surface skin may be painted. A layer between two metal sheets can be spot-welded through.

Pouring Into Vats

DESIGNED to lift drums over vats and pour the contents at a controlled rate, a range of Jacacaddy trucks with squeeze clamps has been produced by W. Langley and Co. (Mechanical Handling), Ltd., 14-15 Magdalen Street, London, S.E.1. The standard model will lift 5-cwt. drums to 6 ft. 6 in. and turn them through 180 degrees. Other models may deal with 10-cwt. drums or provide lifts of up to 10 ft.

Hydraulically operated by hand, battery or mains power, the trucks have a fork lifting carriage. A secondary hydraulic system with a separate hand pump operates the clamp, and there is a pre-set valve to ensure that excess clamping force is not applied. Inclination of the drum is by means of a hand wheel actuating a gear train on the clamp assembly.

*Progressive Methods Adopted by Scottish Operators
Whose Business Began in a Modest Way 27 Years
Ago: Large Storage and Warehousing Facilities
Offered to Customers*

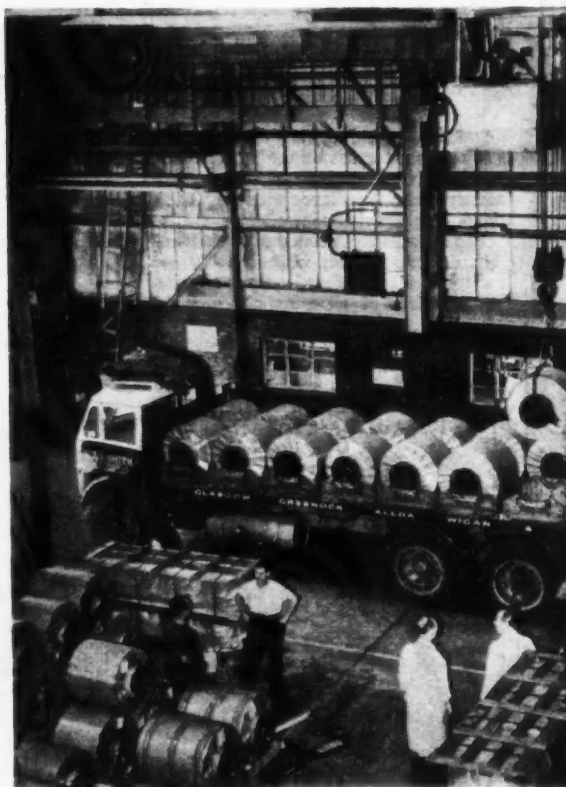
WHEN the Smith family of Maddiston By Falkirk purchased a second-hand coal lorry in 1931, it could scarcely have been foreseen that 27 years later they would be operating a modern fleet of nearly 150 vehicles dealing with almost every branch of road haulage.

The present joint managing directors, Mr. James Smith and Mr. Alexander Smith, the sons of the founder, the late Mr. James Smith, were early believers in the future of road transport and persuaded their father to enter coal haulage. It is to their business ability and hard work that the present success is largely due.

For the first three years, father and sons worked the vehicle continuously, in shifts, until they were able to purchase two more used vehicles. Soon coal haulage was supplemented by a contract with a Falkirk iron foundry for the transport of gas cookers to Aberdeen. Backloads of fish were obtained from the local markets for delivery to Glasgow, and Mr. James Smith, junior, was soon considering the possibility of trunk services.

Expansion continued, and services to the Midlands and North of England were put into operation. By 1939, a number of new Leyland oil-engined and Bedford petrol trucks, purchased out of profits, was on the road. The company had acquired a reputation for efficient and reliable service, and at the start of the war were trading as James Smith and Sons.

This Albion six-wheeler is seen being loaded with rolls of aluminium foil at the British Aluminium Company's factory at Falkirk. Note the rests used on the vehicle platform.



Free Enterprise Flourishes in Stirlingshire

Early in 1946, they purchased the four-vehicle business of Mr. D. Smith, Avonbridge, and further expansion later in the year included the acquisition of another four-vehicle fleet formerly operated by Messrs. J. and J. Keir, Camelon, near Falkirk. During this period the opening of the British Aluminium Company's new rolling mills at Falkirk provided

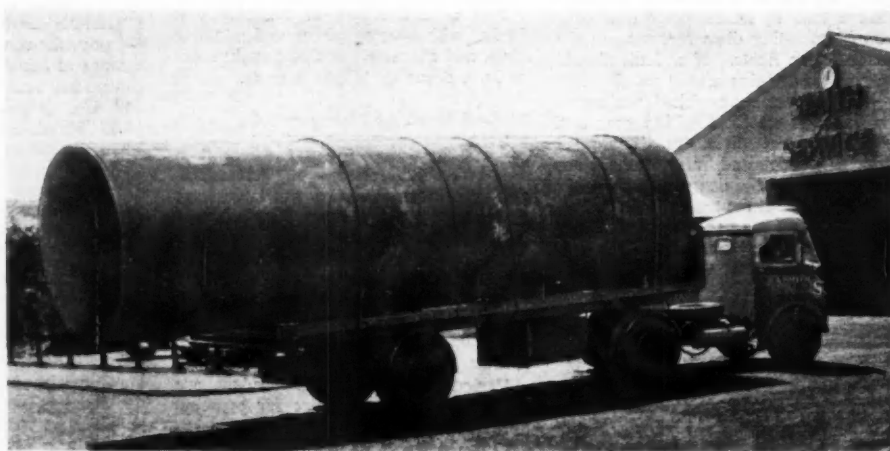
the biggest single step forward. Smith's successfully tendered for the haulage of processed aluminium on a large scale, involving deliveries all over the country to destinations such as London, Plymouth, Southampton and many other places.

In order to be sure of executing the contract efficiently,

(Right) Heavy haulage now forms a part of the company's activities. This 30-ft.-long storage tank is seen being taken into the Maddiston depot by an articulated vehicle.

(Extreme right) A fork-lift truck is employed at the Camelon depot, and is seen here loading reels of paper on a Leyland four-wheeler. The company also have warehouses at Paisley, Port Glasgow and Greenock. The Camelon store is a converted factory.

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the company purchased a number of used and new vehicles in addition to their existing fleet. Other work for British Aluminium involved journeys from Falkirk to their reduction works at Fort William, and return loads of ingots from Fort William and Warrington. This contract is still in force and constitutes a substantial percentage of Smith's total activities.

Until this time, there had been no great need for extensive office and garage accommodation, the vehicles being almost continuously on the road, but, by 1946 it became obvious that better facilities for the clerical side, as well as for garaging, maintenance and repairs, had to be provided. Building operations commenced on the headquarters site at Manuelrigg Garage, Maddiston, and have been going on, in varying degrees, ever since.

By 1953 there was garage accommodation for 28 vehicles, with a repair shop, traffic office, loading bays and storage space, the whole covering 15,000 sq. ft., and an adjoining 2½-acre site had been purchased for further expansion. From the inception of the company, all development work,

extensions and new vehicles have been paid for from earnings and without outside financial assistance.

In the same year, it was decided to construct vehicle bodywork to their own designs, and for this purpose the coach-building firm of Messrs. Campbell Bros., Whitburn, near Falkirk, was purchased. The premises are equipped with a sawmill, woodworking machinery, a sheet-metal department and paint shops, and are capable of building eight complete vehicle bodies per week. They are in regular use for the company's requirements, as well as doing work for trade and private customers.

So much traffic was going to England in 1954 that it was decided to establish a branch depot in Lancashire, and premises were acquired adjoining an hotel at Bryn, near Wigan. This depot accommodates 12 vehicles and is equipped for daily vehicle servicing. All major work is conducted at the main workshop at Maddiston.

Similar facilities were also sought in the capital, and a few months later a London depot was established at Brentfield Road, Willesden, N.W.10. Much of the goods handled

By
G. Duncan
Jewell

(Right) A Leyland articulated outfit with a palletted load fuelling before leaving the Maddiston depot. Such vehicles have proved valuable for dock traffic.



(Left) Mr. Alexander Smith (standing) and his brother, Mr. James Smith, plan to form a branch in Canada, following a visit to that country. They consider that no successful business can afford to stand still.

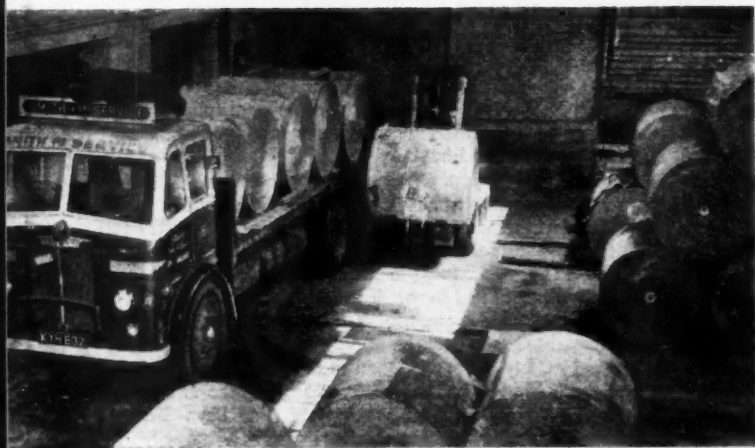
is for the British Aluminium Co., and the depot is used as a marshalling yard for the transshipment, storage and distribution of aluminium. It also handles a large volume of general traffic daily, return loads being collected from all parts of London and the South Coast for delivery to the Midlands and Falkirk. Facilities here include a mobile crane and fork-lift trucks.

Following denationalization, several British Transport Commission units with vehicles of 8-15-ton payload capacity were purchased. Of these, some were in reasonably good mechanical order, and were put into use after reconditioning in the Maddiston workshops, but others were less satisfactory for the company's needs and were replaced by new vehicles.

In June, 1954, the business was converted into a limited liability company and registered under its present name, J. and A. Smith of Maddiston, Ltd., with a capital of £40,000. Mr. James Smith, senior, who has since died, retired from active participation in the company's affairs, and his eldest son, Mr. James Smith, junior, was appointed chairman and joint managing director with his brother, Mr. Alexander Smith, who is also secretary.

As the business grew, further office accommodation became necessary, and, when, in October, 1954, a building adjoining Manuelrigg

n17



Garage, formerly used by a local miners' welfare association, was offered for sale it was bought by the company. This single-storey building was ideal for use as an administrative block and, after internal reconstruction work of modern design, contains a large board room, waiting room, general office, wages and accounts department, typists' pool room, manager's office and telephone exchange.

All accounting is done here, and is mechanized. The present office staff numbers 18 with an additional 10 employees in the traffic office, which is retained within the garage building, as it has been found more convenient to conduct this work adjacent to the loading bays, and where the clerks can easily contact the drivers.

At the present time, a new steel and brick maintenance shop, with a corrugated asbestos roof, is in course of erection. The building will be 140 ft. by 120 ft., and have Perspex roof lights and fluorescent lighting. The stores will take up approximately one-fifth of the building as large stocks have to be carried because of the varied fleet. When a reasonable degree of standardization has been reached, it is hoped to hold spares amounting to one complete vehicle of each type used.

This shop will also have four tiled pits, with recessed lighting plus a low-voltage electricity supply for inspection purposes. Heating will be supplied by two oil units, installed by Air Heating, Ltd., which blow hot air through pipes under the shop floor with ducts leading to the offices and pits. One of these units will use waste oil. New appliances include an electric welder and fuel-injection testing equipment, and complete overhauls will be undertaken with the exception of reconditioning engines, provision for which will be made at a later date.

Other projected improvements to the three-acre site are a concrete run in and fuel-injection pump stand, with a tarmacadam surface for the rest of the parking space, a private car park, and a main garage in a central position. The present garage will then be used as a loading dock. Approximately £25,000 has been spent on the new maintenance shop, and altogether more than £40,000 has been laid out on improvements.

Vehicle maintenance and overhauls follow conventional routine, the general principle being to give strict attention to daily servicing and lubrication, followed by a dock overhaul at a predetermined mileage, and a general overhaul only when needed. The company are firm believers in the Servis recorder, and all their vehicles are fitted with this device. After long experience the drivers have accepted it as being beneficial both to themselves and to their employers, and no longer regard it as an "unfair" means for supervision.

Mainly "Heavies"

The present fleet consists mainly of "heavies," and includes a large number of multi-wheelers of Leyland and A.E.C. make. Although the company's aim is to standardize on Leyland and A.E.C. for their heavy vehicles, a number of Albions, Bedfords and Thames is used for light traffic, both local and long-distance. In addition to public A-, special A-, and B-licensed vehicles, there are many on contract-A, a number of which displays customers' livery.

Articulation has only recently been adopted, mainly because of doubts about its performance in bad weather, but the company now have 17 outfits of Albion, Bedford and Leyland make. Scammell couplings are extensively used, but fifth-wheel couplings are also being tried out for the heavier work. It has been found that, by and large, the accident rate has been reduced, and there is little of the anticipated difficulty in winter, but, generally speaking, Mr. James Smith considers they are unsuitable for loads that are high and extremely heavy.

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They have been particularly useful for dock traffic at Glasgow, Leith and Grangemouth, where formerly rigid vehicles were often held up for long periods. Semi-trailers are now left until they are loaded, and the motive units can be used elsewhere. At present the company have two semi-trailers to each tractor, and, at the present level of shipping, this is sufficient to cope with the demand, but when the industry is fully employed it is thought three or four will be necessary.

Nightly trunk services are operated to the south, with general goods from Glasgow, Edinburgh and Falkirk. These are augmented by daily services to London and the Midlands, and there is a regular run with contract vehicles from the bauxite works at Fort William and Kinlochleven to Falkirk. Feeder services operate from all the company's depots but a good deal of this work has to be sub-contracted.

Return traffic presents no problems as the public-A vehicles carry large quantities of general goods from the London area, and the contract vehicles extruded aluminium, ingots, and empty cases.

Glass Work Traffic

Another substantial customer is the Alloa Glass Work Co., Ltd., whose work was taken over after the liquidation of London Scottish Transport. Smith's acquired the London Scottish depot at Alloa with 30 to 40 of their vehicles, a portion of which were on contract to the Alloa company.

In connection with the fleet maintenance, the company have adopted a costing system to meet their own needs, based on standard costs compiled from their own running over a period of years, which works extremely efficiently. The data now available allow each individual vehicle to be accurately costed and steps are taken to adjust any deficiencies.

A feature of the service Smith's offer their customers is represented by large storage and warehousing facilities. There are warehouses at Camelon, Paisley, Port Glasgow and Greenock, in addition to storage facilities at the majority of their depots, which include 300,000 cu. ft. at Glasgow, plus 10,000 sq. ft. in the open.

Warehouse space available includes 1m. cu. ft. at Camelon, where a redundant factory was converted in 1955, and there is a special building which was constructed for the storage of high-grade aluminium, much of which is for export. It has thermostatically controlled heating to prevent damage by sweating which is caused when the temperature drops below 32 degrees.

There is also 1m. cu. ft. at Paisley, 500,000 cu. ft. at Port Glasgow, and 250,000 cu. ft. at Greenock. Open storage is also available at most of the warehouses and depots, all of which are equipped with fork-lift trucks and elevators. There is also a lorry-mounted 5-ton crane available.

In 1956 the Smith brothers went to Canada and the U.S.A. for three months to study transport methods, visiting Detroit, Montreal, Quebec, New York and parts of Florida. Mr. James Smith told me that they were particularly impressed with the distribution systems employed in the big cities after long road hauls.

Keeping in step with current trends, the company moved into both the bulk and heavy haulage fields early this year, and big developments are planned in the near future. In addition, negotiations are taking place for the establishment of new depots at Stockton and Birmingham and more vehicles will be added to the fleet.

The haulage and warehousing sides of the business have been separated, and storage is now handled by the Smith Storage Co., Ltd. Four companies in all are now administered from Maddiston, the other two being the J. and A. Smith Coach Works, Whitburn; and the Bryn Filling Station, Wigan.



(Above) Block and tackle being used to lower a loaded demountable body on to a Thames Trader chassis. Manual methods are preferred to mechanical power.

Multiple Bodies Give Multiple Advantages

Demountable Bodies for Long-distance Vehicles Save Labour, Reduce Fleet and Permit One Driver, One Vehicle, Policy

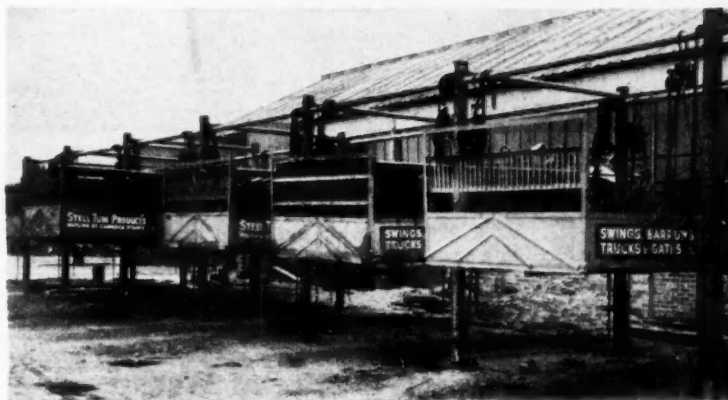
"I DON'T know why everybody didn't do it years ago," said Mr. R. Humphries of Lew-Ways Steel Tube Products, Ltd., Watling Street, Cannock, when he was describing the company's development of demountable and interchangeable bodies for a fleet of nine long-distance C-licence vehicles. Loads include tubular gates, pig-weighing machines, churn trolleys and special structures for agricultural use, and the vehicles visit markets in an area that includes Scotland and Cornwall.

Two Bodies Per Vehicle

All the vehicles are new Thames Trader 5-tonners and they are operated in conjunction with double the number of fixed-sided bodies. Empty bodies are removed with the aid of pulley blocks suspended from a special tubular structure, and are then transferred to the workshops by a depot vehicle—an old unlicensed lorry purchased for a few pounds. Pre-loaded bodies are carried to the hoist bays by the same means and raised into position in readiness for collection.

Normally a vehicle returns from a run in the evenings and departs the following morning. Formerly, loading had to be performed by a night staff, or it was necessary to delay departure of the lorry on the subsequent run.

It is estimated that in addition to



Bodies can be loaded at a convenient time and kept in readiness for the arrival of vehicles.

saving labour the facilities provided by the system have enabled the fleet to be reduced by at least one vehicle. Moreover, it is unnecessary to change drivers, and the one vehicle, one driver, rule introduced with the system has increased the efficiency of fleet operation.

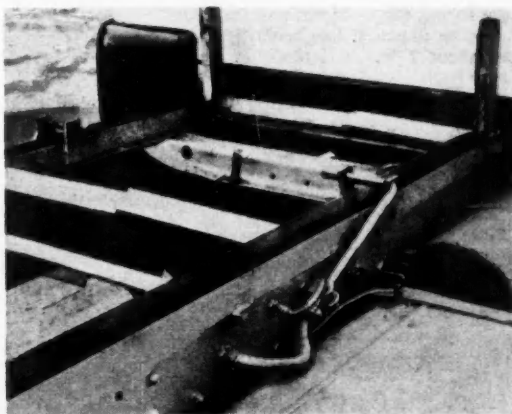
Drivers take a pride in cleaning their vehicles and equipping them with their own accessories, and perform many extra jobs outside their routine responsibilities. Easy body removal also eliminates many difficulties when the vehicles are being

greased, and gives access to the running gear without hindrance by the body structure.

On some runs the drivers may return with part-loads of equipment which have to be re-sorted for dispatch on another vehicle. Before demountable bodies were introduced this often caused confusion and delay.

Each vehicle is equipped by the company with two inverted channel-section longitudinals which are welded to the chassis and bolted to adjacent brackets. Corresponding box-section members fitted to the workshop-built bodies are supported in the channels.

(Below) The body-fixing attachment and the stops at the forward ends of the channels welded to the chassis members to receive the body.



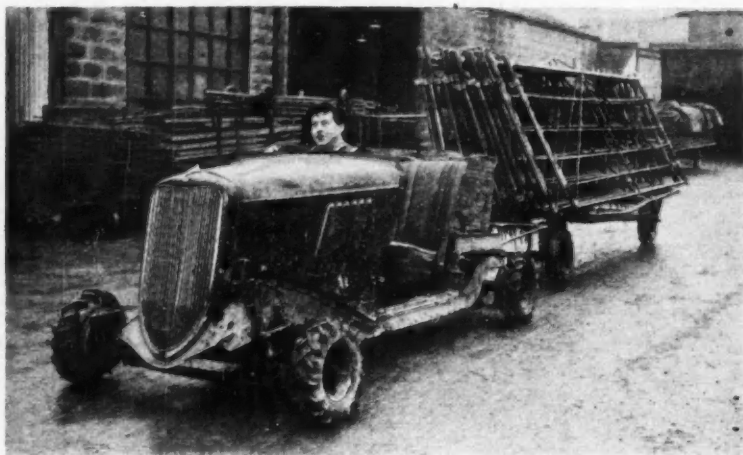
Six pairs of chassis eye brackets and an equal number of angled pins are employed to lock the body to the chassis, which can be performed in a few minutes. The pins bridge the channel above the body longitudinals, thus preventing vertical displacement and ensuring sufficient rigidity.

Before establishing the system in its existing form some two years ago, experiments were made with a body stillage supported on leg jacks. It was not considered, however, that this method would

be satisfactory, because of the damage which could be caused by impacts between the chassis and body support members.

The possible use of power-operated hoisting gear has also been reviewed, but the simple block-and-tackle method is preferred. Two loaders raise the front and rear ends of the body a few inches alternately, and although the time taken for removal would be reduced by power operation, the system would be more liable to mishandling. Manual handling obviates damage to the locking gear and so on, which could be caused by power hoisting if, for example, one of the locking pins had not been removed.

Flexible hoses connect the pins to the chassis, which prevents loss, and shorter lengths of hose are employed to lock the ends of the pins by the bridging method. The chassis locking brackets are located close to the body bearers and the body cannot be displaced longitudinally more than about 2 in. A latitude of about



An old Ford 8 h.p. car converted into a tractor to haul a special trailer in the Lew-Ways works.



A Thames light lorry laden with typical products of Lew-Ways, Ltd.

1 in. is allowed for body positioning transversely.

Body weight is reduced to a minimum by virtue of the rigidity of the fixed sides, the latest versions of which comprise

angle members and welded steel panels. A wooden floor is employed and the total weight of the body is about 10 cwt.

A single tubular structure having a height of 10 ft. forms the seven body-

removal bays, each of which is about 11 ft. wide. The uprights are supported by concrete blocks and later the surface of the ground will be cemented over to ensure that the vehicle is level when the body is unloaded.

This is normally performed by two men with the aid of four pulley blocks and eight slings attached to hooks. On an average, body removal or loading occupies less than 10 minutes.

All the bodies are 17 ft. 6 in. long, apart from a 22-ft. body designed for mounting on a chassis with a Baico extension.

A special lightweight body with aluminium panels is being built for the occasional collection of 15-cwt. loads of hollow-ware. This will be transported in the depot on a two-wheeled trailer hauled by a works-converted factory truck based on an old Ford 8 h.p. car chassis costing £5. The body can be lifted by four men and, if necessary, will be used as a storage container over relatively long periods.

Mr. Humphries regards the use of body stillages as preferable to operating semi-trailers. He believes that pneumatic suspension will offer outstanding advantages as an easy means for unloading body stillages.

Atlantean Goes into Service at Wallasey

BY operating 20 Leyland Atlantean buses, Wallasey Corporation will cut their annual running costs by more than £5,000. Moreover, the vehicles' greater seating capacity will dispense with the need for six duplicate buses currently used during peak periods. This was forecast by Mr. W. R. Goodier, general manager of Wallasey Transport Department, speaking at the handing-over ceremony of the first Atlantean to go into regular municipal service in England.

No standing passengers are allowed, but there are 77 seats instead of the usual 56. Statistics show that the number of non-paying passengers rises noticeably

when a bus is crowded with standing people. The new bus should, therefore, increase receipts.

It is hoped that all the 20 Atlanteans on order by Wallasey will be running by the end of next year.

On its first service run the new bus received many favourable comments from passengers. All were particularly impressed by the spaciousness and silence resulting from the rear mounting of the engine. The efficient interior heaters were also greatly appreciated. Because the power-operated doors of the front entrance are controlled by the driver, the conductor has more time to collect fares,

whilst the time spent at stops is said to be slightly reduced.

Mr. J. H. Lees, home sales manager of Leyland Motors, Ltd., said that more than 500 Atlanteans worth £2½m. were now on order for bus companies and municipalities throughout the country. They include the corporations of Manchester, Glasgow, Sheffield, Liverpool and Walsall.

When Britain's network of motorways is completed, one large company hopes to operate Atlanteans on an express service between London and Scotland. These vehicles will have luxurious seating for about 50 passengers and will be equipped with snack bars and toilet facilities.

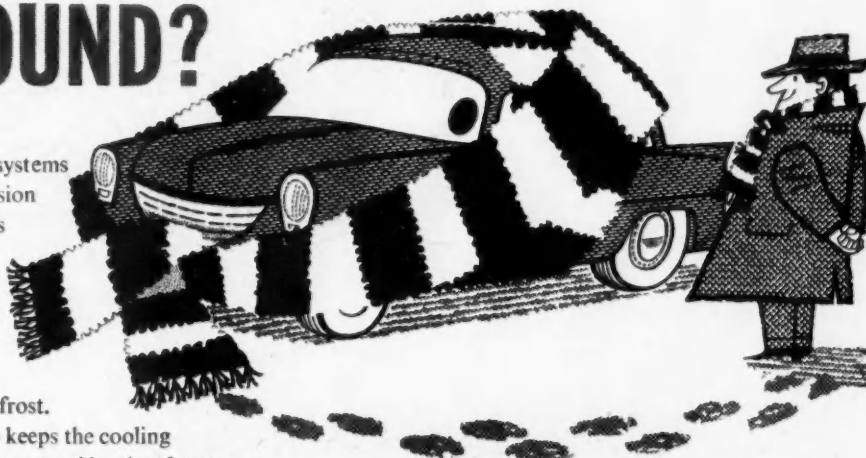
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IN SUMMER, Thylene continues to guard the cooling system against corrosion—and the serious damage it can lead to. Thylene corrosion inhibitors are a unique combination which protects *all* cooling system metals from

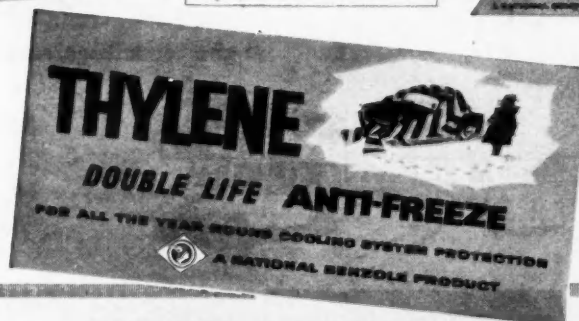
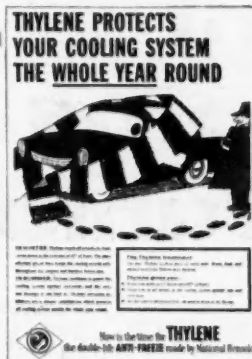
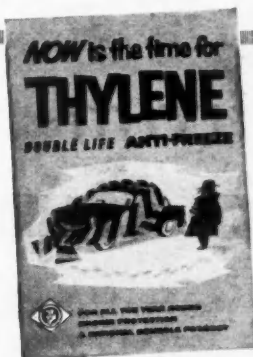


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**Bird's Eye
View**

Love's Labour's Lost

**By The
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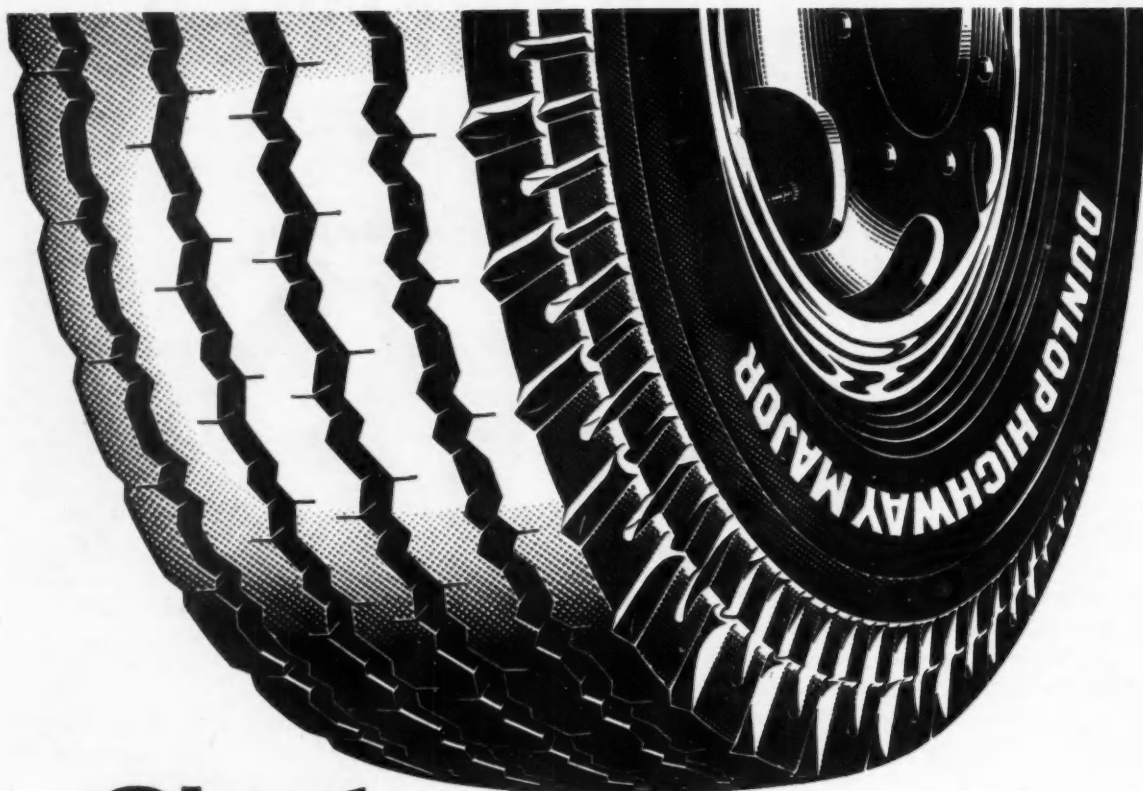
Joseph Lucas, Ltd., among the 20 operators of the most successful suggestion schemes, last year paid out £25,304 for ideas—the largest recorded amount. Their highest award was £600.

The Old Brigade

APPRENTICES who served their time with Thornycroft are being sought by Mr. H. E. Mundy, honorary secretary of Thornycroft's Old Boys Basingstoke Association, which has now been running for 29 years. Many men who have made their mark in the industry owe their early training to Basingstoke. Those who want to gossip over old times should write to Mr. Mundy at 55A Kidmore Road, Caversham, Reading.



"Apart from a 6x6 tractor with a 290 b.h.p. oil engine and eight-speed gearbox and semi-automatic transmission, what else do you want for Christmas?"



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Collaboration Produces Faster Oil Engines

"THE changes in design and increase in power obtained by pressure charging and the use of higher speeds make the modern high-speed oil engine one of the most efficient prime movers for its size," said Mr. L. D. E. Brodie, in concluding his paper, "Modern Trends in High-speed Diesel Engines," which was presented to the Diesel Engineers and Users Association in London yesterday.

He recalled that until fairly recently the high-speed oil engine was governed to a cut-off speed of about 1,850 r.p.m. under no-load conditions—a limit imposed by the designers' inability to cater for increased bearing pressures and rubbing speeds, whilst ensuring efficient fuel injection and scavenging above that speed. It was through the metallurgist, chemist and oil specialist working with the designer that engine speeds had been increased.

Higher Piston Temperatures

Pistons, which up to a few years ago had been restricted to a safe maximum temperature of 1,400° F., were now operating at up to 2,000° F. This had been achieved by alterations in design to improve heat-transfer rates and advances in the materials used.

White-metal bearings had given good service in comparatively slow-speed engines in which cylinder pressures did not exceed 850 p.s.i. at 6° after top dead centre—the approximate point of maximum pressure. However, pressures in the high-speed engine could easily be above 900 p.s.i.

Improved surface finish of crankshaft journals achieved by modern production methods had made it possible to use lead-bronze and copper-lead bearing materials. These alloys, aided by induction hardening or nitriding of the crankshaft, made it possible to accept such loadings.

Improved materials and alloys used in the construction of cylinder heads had largely eliminated cracking through thermal overstrain, whilst hardened valve-seat inserts had increased life between overhauls. Although valve bounce with high-speed engines had usually been overcome by using double valve springs, it was thought that more research into cam profile design might be of assistance.

Cooling systems were often designed somewhat haphazardly and although they might fulfil design requirements on the test bench, they would not repeat this performance on site, particularly overseas where altitude and increased ambient temperatures could affect them. Fully controlled cooling systems which used hydraulic pressure to permit a variable fan speed and thus gave constant engine temperatures throughout the speed range might be the eventual solution of this problem.

Jerk-type fuel injection pumps were reaching the limit of their practical or economic development. The American Bosch single-plunger pump worked well at high speeds, whilst the Cummins P.T. system, employing a low-pressure pump to feed a common gallery to the injectors in which the nozzle needles themselves were raised by cams to control injection,

had few moving parts and gave good atomization.

However, the rotary distributor pump exemplified by the C.A.V. DPA. unit was a great advance on practically every other type in use at present. Apart from being cheap and simple, it could be used with conventional injectors.

Under extremely dusty conditions air filtration still required close attention. Here, again, paper-element filters had been found to be of great value. They were so effective that they could quickly become choked, however. To avoid this a large oil-bath-type air cleaner might be used to supplement the paper element.

Pressure Charging

An obvious way of increasing the power-to-weight ratio of an engine was by pressure charging. Mechanically driven blowers were most effective, as they delivered air in direct proportion to engine speed throughout the range of the engine. They did, however, absorb engine power which reduced the gross power gain and usually increased the specific fuel consumption.

The turbocharger was still open to much development. It had at present the disadvantage of being almost ineffective at reduced engine speed, due to the low exhaust-gas velocity. At high speeds, however, it became very efficient, requiring no engine power to drive it, whilst producing a power increase of up to 50 per cent. Unlike the mechanical blower it tended to reduce, rather than to increase, fuel consumption.

New Semi-trailer Frames Fitted for £185

EXCHANGE chassis frames for semi-trailers are part of the services offered by Merriworth (Engineering), Ltd., London Road, Stone, Dartford, Kent, to operators. Correctly maintained running gear—fore-carriages and axles—can have a longer life than semi-trailer frames, particularly in cases where the unit is frequently overloaded.

Merriworth can supply a new frame, fabricated in their own works, and transfer the running gear from the old unit to the new one. An existing semi-trailer can also be lengthened by this means—a more satisfactory method than that of inserting additional lengths of side member into the old frame.

For a 25-ft. semi-trailer the cost of the new frame, fitted with a wooden deck and new electrical wiring, is £185 and the work can be completed within 24 hours, if advance notice is given to allow prefabrication of the frame.

If the semi-trailer has a Scammell-type fore-carriage, this, too, can be replaced by a reconditioned unit at a cost of £35. These units are also renovated

by Merriworth and are offered on a service-exchange basis for fitting by the operator.

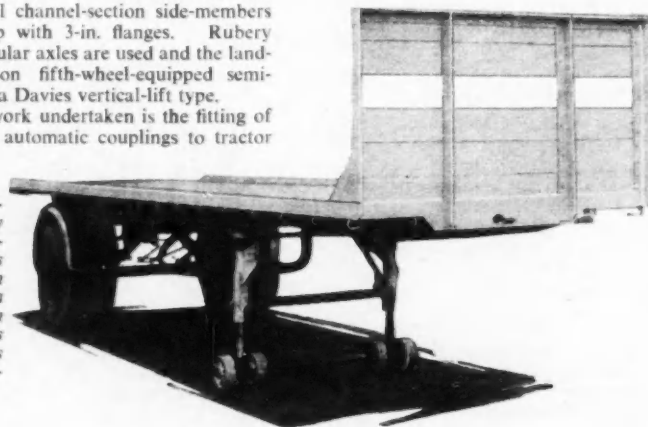
In addition to reconditioning work, complete semi-trailers are produced at Stone at the rate of four a week. They range from 3-ton stepped-frame models for bulk loads to 25-ft.-long 14-ton platform types. They are of all-welded construction and the heavier models all have rolled-steel channel-section side-members 9 in. deep with 3-in. flanges. Rubery Owen tubular axles are used and the landing-gear on fifth-wheel-equipped semi-trailers is a Davies vertical-lift type.

Other work undertaken is the fitting of Scammell automatic couplings to tractor

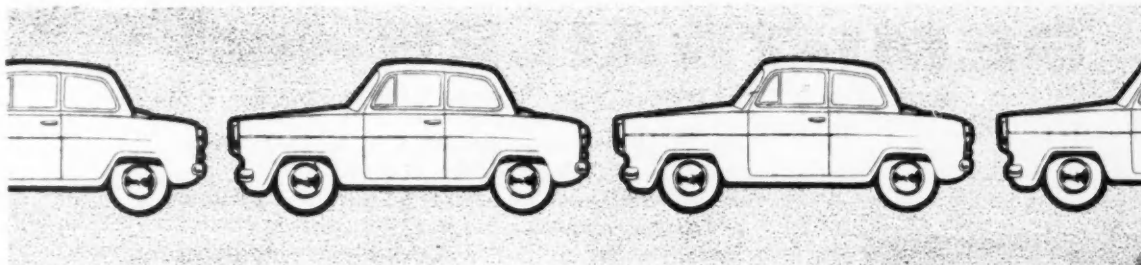
units which are not specifically designed for this apparatus. Tractors being modified are Dodge normal- and forward-control models and Thames Traders.

For these conversions use is made of a hydraulic coupling-release mechanism where the layout of the chassis makes it difficult to accommodate the rods of the normal release gear.

Typical of the semi-trailers produced by Merriworth (Engineering), Ltd., is this 25-ft.-long 14-ton model. It has a Rubery Owen tubular axle and is fitted with Davies vertical-lift landing-gear.

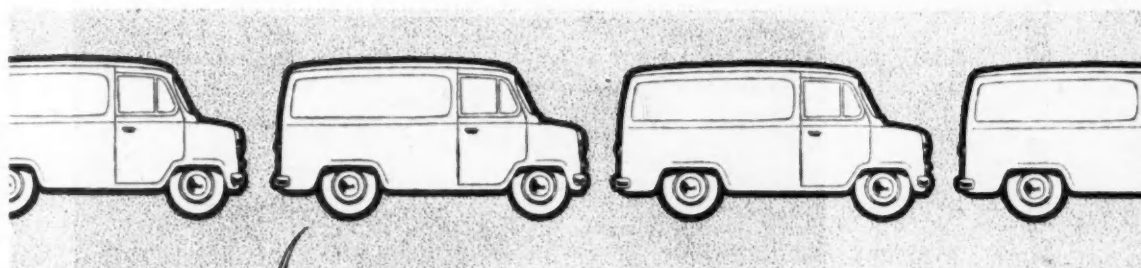


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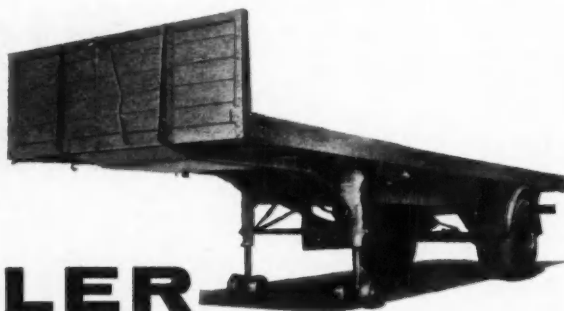
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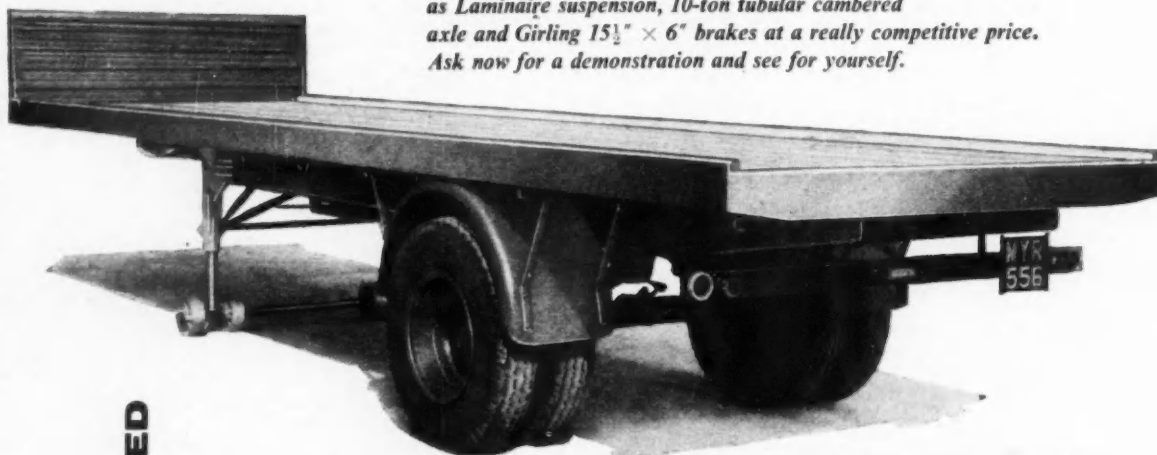
BODEN



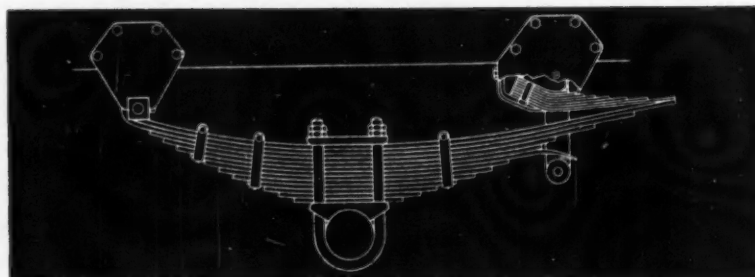
SEMI-TRAILER

HEAVY DUTY 12 TON MODEL 1210/L

The most favourable specification in this field is to be found in the new BODEN semi-trailer. Streamlined production has made it possible to introduce such refinements as Laminaire suspension, 10-ton tubular cambered axle and Girling 15½" × 6" brakes at a really competitive price. Ask now for a demonstration and see for yourself.



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Political Commentary**By JANUS**

Vestigial Appendix

CHANGES in the way of thinking about a problem take place from time to time for reasons it is not always easy to understand. All that can be said is that an argument on which a pyramid of briefs and memoranda has been built suddenly seems old-fashioned and even spurious. The less sophisticated public may continue to use it for several years longer, but at the level where the decisions are made there is a more or less tacit agreement that the point is no longer valid.

Something of the kind may even now be happening with the familiar contrast between what the Government collect in taxation from road users and what is spent on building and maintaining the roads. The temptation to make the contrast has been irresistible in the past, particularly because the Road Fund, when it was instituted in 1909, was intended to receive the proceeds of vehicle and petrol taxation and spend them on road improvement.

Stage by stage the original purpose of the Fund was modified, until it became no more than a convenient heading for the amount that the Government proposed to set aside for the roads each year. Taxation revenue was diverted into the general exchequer. The Fund was formally abolished in 1956. It had long since become vestigial, like the appendix, but remained a focus for irritation among road users. It still influences a large number of them, who continue to complain that they are paying £500m., and receiving back from national funds not much more than one-tenth of that amount.

With the expanded road programme now gathering momentum, the discrepancy between revenue and expenditure may be decreasing slightly, but will never disappear while taxation remains at the present level. Even the British Road Federation, who are unlikely to err in the direction of asking too little, are suggesting in their recent memorandum to the Chancellor of the Exchequer that what is needed over the next four or five years is a capital sum in the region of three times the present allocation of £280m. for the period that began in 1958 and will end in 1962, during which time the Chancellor may expect from road users over £2,000m. at the present level of taxation.

Country's Economy

For what may possibly be the first time, the B.R.F. have made no reference to taxation. They have based their claim for road investment entirely upon the needs of the country's economy. They have in their support the advice given by the experts at the conference sponsored by the Institution of Civil Engineers in November, 1957.

It was argued on that occasion that delay caused by inadequate roads was costing the nation £500m. a year, and that the figure was increasing at double the rate of the increase in traffic. What this increase is likely to be may be gathered from the fact that the number of vehicles on the roads of Britain has approximately doubled in the past 10 years. The conference looked forward another 10 years, and calculated that between now and then £3,500m. should be spent to provide a system of motorways and improvements to many miles of road.

To reconcile this figure with the later proposal by the B.R.F. for spending about three times £280m. in up to five years would require a long and perhaps tedious analysis of the way in which the two sums are made up. What is of immediate importance is that the Minister of Transport is rapidly committing all the money made available to him, and intended in theory to last until some time in 1962.

Not a great deal has actually been spent, because so many of the schemes are still on paper or will take several years to complete. The B.R.F. point out, however, that in 1958-59, the first year of the current programme for which £280m. has been allocated, more than £106m. will be earmarked for specified schemes. This leaves £174m. to cover the remaining three years up to 1962, an average of less than £60m. a year. As more and more of the works already authorized are put in hand, the actual expenditure will go up, and it will seem on paper as though the expansion of the road programme is continuous. With less than £60m. a year to play with, the Minister will run out of promises long before the Exchequer can fulfil them. The volume of work in hand will rise to a peak and then descend.

Apart from the anti-climax, such an end to an ambitious programme would be out of keeping with what the public have been led to expect. The number of vehicles will continue to increase steadily almost irrespective of what is done to the roads. The formidable task force of men and equipment that is beginning to make a habit of building roads far ahead of schedule will be dispersed, and it would take some time to get it into working order again.

Telling Comparisons

It hardly seems credible that the Government will not fairly soon accept in principle the advice that the B.R.F. are giving, and announce the allocation of another sum of money for a further period of years. The B.R.F. make a number of telling comparisons to show that the amount should be substantial. They estimate total capital expenditure of £500m. on roads between 1954-62. Over somewhat longer periods the gas industry are to spend £610m. and the railways £1,500m. The figure for the National Coal Board is £1,000m., and for the electricity industry £3,350m.

Whatever claims these industries may have, the B.R.F. point out that there is a huge current and expanding demand for modern highways. Some 13.5 per cent. of national income went into the running costs of all forms of road transport in 1957, whereas in the same year investment in new road construction represented only about 1 per cent. of gross fixed capital formation. Even the present road programme at its peak will not raise the proportion to more than 2 per cent.

Other countries are spending on roads far more per inhabitant than the United Kingdom. In the period 1953-55, each inhabitant of this country on the average invested annually £8 14s. in vehicles. Among European countries only Sweden spent more. While this was going on the British Government invested in roads no more than 5s. 5d. per inhabitant per annum. No other country spent less than £1, and most nations spent more than twice as much. At its highest point the present road programme will involve expenditure of about £70m. a year, say the B.R.F., and this will be about £1 8s. per inhabitant. It is not likely that in the meantime other countries will be standing still, so that at best Britain may still remain at the bottom of the list.

A few years ago the B.R.F. would have continued by pointing out how much the British road user paid in special taxes, and would perhaps have set out this point also on a European scale. The argument is not greatly missed. There seems an overwhelming case for continuing with the road programme and for accelerating it. The decision is needed now to make the money available several years hence. If there is any difficulty in raising it, the B.R.F. have the solution in a road loan.

Planning for Profit

Make the Charge Fit the Traffic

Although It Is Essential to Know the Basic Elements of Costing, Profitable Charging Requires a Flexibility in Method and Experience of Traffic Characteristics

LAST week I stressed the need to regard cost recording and any subsequent reorganization as a combined exercise, if worthwhile results are to be obtained. Otherwise recording becomes paperwork without purpose and reorganization is merely hopeful expediency.

Having obtained accurate records of operating costs, it is then necessary to assess the results by comparison with other figures. These might be obtained either from the operator's own previous experience or from the standard "Tables of Operating Costs" published by *The Commercial Motor*. Opportunities for savings which such comparisons might reveal should ultimately promote increased efficiency.

This is most readily associated with the engineering section of road transport operation, reduced running cost per mile being obtained, for example, from continuing improvements in fuel consumption, tyre life and intervals between docking.

Economies Envisaged

Indirect advantages can also accrue from the introduction of costing. A few months ago a company, long established in both commercial-vehicle operation and retail motor sales, decided to adopt the costing system recommended in "The Commercial Motor" Tables of Operating Costs. Already some unprofitable cross-subsidization of departments has been revealed and appropriate economies envisaged. Whilst the system has not been in operation for sufficient time to effect all the expected savings, the mere fact that all grades of staff are aware of its inauguration has been beneficial. To take one example, fuel consumption has improved.

Application of costing principles to the traffic problems of commercial transport, however, is equally important. Internally it can promote efficiency by denoting, for example, the effect on cost of the greater use of vehicles. For instance, the operating cost per mile of a 5-ton oiler averaging 400 miles per week is 15.51d., whereas at 1,200 miles per week it is 10.68d.

Alternatively, costing emphasizes the necessity of careful scheduling of vehicles. A 7-tonner would cost 15.36d. per mile to run compared with only 12d. for a 4-tonner, assuming that both vehicles were averaging 600 miles per week. Obviously, it must always be more expensive to operate a larger vehicle in similar circumstances than a smaller one. But by knowing the precise difference beforehand, the correct decision can be made as to how much dead mileage would be justified in diverting the 4-tonner to the job.

Loading Characteristics

Basically, the total cost of moving goods by road will depend on the operating cost of the particular vehicle used. Additionally, however, both the ancillary user and the professional haulier (when formulating charges) have to consider other factors, such as the great variety of both operating conditions and loading characteristics of different traffics.

Moreover, even a comparatively simple delivery may be broken down into several operations, adding further difficulties to the task of estimating the total overall cost of any particular job. Yet a grounding in the basic costing elements of time and mileage remains vital, no matter how many other factors may be superimposed.

In the interest of simplicity, tables of rates are commonly used by operators, which vary according to both tonnage and mileage. The larger the operator, the more complex the schedule. By contrast, the owner-driver may be able to give an individual estimate for every job. Because of the great variety of conditions that can apply, this is ideally the correct

method, although an impracticable standard for the busy traffic office. Nevertheless, the more comprehensive a rates schedule may be, the more an element of compromise is introduced, for which reason some qualifications are advisable if the traffic carried is to prove profitable.

These relate mainly to the loadability and the susceptibility of the traffic to damage. Whilst the small haulier cannot be expected to classify all types of traffic as extensively as other transport services, his personal knowledge of a smaller range of traffic is more often than not of greater value. He, alone, in many cases can give an immediate quotation.

Different Priorities

The apparent simplicity of the prime requirement of a transport service—to move goods or people from one place to another—can be misleading. It obscures the fact that different customers may have different priorities in their transport needs. The operator would, therefore, be adding to his difficulties in endeavouring to provide refinements to his service which the customer might find acceptable, although not essential.

As with any other trade or industry, correct assessment of both the customer's precise requirements and current market conditions is of prime importance to the transport operator. Lack of knowledge, however, is not solely the reason for unsound judgment in this respect. Often it stems from overlooking the proper analysis and appraisal of what is often considered commonplace in the provision of a transport service.

The success of the road transport industry has been built up on its ability to offer customers a service which is, above all, reliable, convenient, speedy and reasonable in cost. All customers, however, will not attach the same importance to each of these aspects of transport service, yet each has a bearing on total overall cost. Where circumstances permit, the emphasis on one or more should be shifted to meet individual needs. Not only will this provide maximum satisfaction; it could also prove the most economic service by removing all unnecessary refinements.

Strict Compliance

Reliability in transport is the ability to match promises with results. Even so, strict compliance with staggered loading times might be considered of greater importance than transit times on one occasion, whereas the reverse might apply on another. Unless all other factors dovetail conveniently, loading and unloading to a time-table must inevitably add to the overall cost, albeit to the customer's requirements.

Even when dealing with similar traffics, however, it does not necessarily follow that all customers will call for the same standard of service, particularly if it has a bearing on cost. The haulier himself could, therefore, be incurring the expense of a high standard of service to no real purpose. Worse still, he might be educating his customer to a service which was not initially essential but which he is subsequently reluctant to lose.

Convenience is virtually synonymous with the flexible door-to-door service which road transport offers. Recent development in bulk delivery of both liquids and semi-solids has added to the customer's convenience. Although the customer's overall cost of distribution might thereby be lowered, the haulier's cost of operation might be increased by the addition of a more expensive, yet less versatile, vehicle to his fleet.

Here, again, before traffic is accepted, exact information as to the saving, if any, in turn-round times must be obtained before the haulier can be sure his quotation, if accepted, will prove profitable. The time taken to unload, once the vehicle

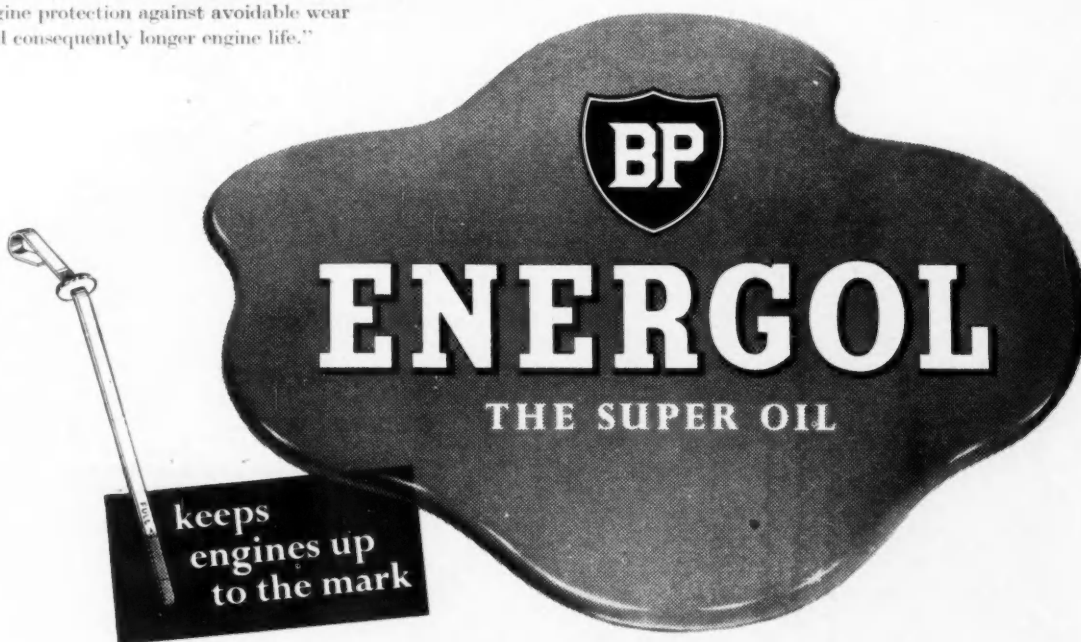
(Continued on page 731)



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is at the unloading point, is not the only relevant factor in this context. Even bulk-delivery vehicles may have to wait their turn in a queue, particularly if the intake is an expedient rather than part of overall factory planning.

Parcels traffic provides a further example of the distinction between terminal and unloading time. Particularly when spasmodic deliveries are made to residential, or sparsely populated areas, additional time must inevitably be spent in locating the address of consignees. This may well exceed the time taken finally to effect delivery.

The sequence of movement of both parcels and other traffics utilizing trunk services provides the opportunity to note the importance of correctly assessing the cost of both time and overheads, as well as the mileage involved. Even a comparatively simple parcels collection and delivery could involve 10 or more items of expense.

Overhead costs are incurred at the outset in receiving and scheduling the customer's initial request. A local van may be either sent to collect the parcel or the driver may be detailed to do so towards the end of his delivery run. On return to the depot, further expense is involved in the provision of transit sheds, possibly with mechanical handling, documentation and both manual and clerical labour.

At least one trunk vehicle will be required to forward the

parcel to the delivery area. If the journey is more complicated, necessitating exchange with associated operators having inter-working agreements, additional stages of transshipment and trunk delivery will be entailed. Finally, the parcel is checked at the destination depot against the appropriate document and delivery made in a vehicle engaged on local service.

Whilst this process is familiar in general terms to most operators, the implications in terms of expense are not always so readily appreciated. Requests are received from readers, for example, for recommended parcel rates when little, if any, information is available as to the type of traffic or the numbers of deliveries likely to be made per day. In these circumstances, too much emphasis can be given to vehicle operating cost per mile at the expense of other equally important items.

When quoting for the first time for work involving several trips per day (for example, tipper or harvest traffic) the haulier should again give particular attention to the time factor in assessing cost. Whilst relevant to all types of haulage, co-operation from the customer in loading and unloading in this class of work is of vital importance. Often the loss of one trip because of delay beyond the haulier's control can turn profit into loss. The saving in mileage does not compensate for either the loss of revenue or the resulting increased proportion of standing costs over the remaining trips. S.B.

Raising Steam By Trailer

ALTHOUGH it has been built as a stand-by outfit to take the place of static plant, a mobile steam generating trailer constructed by Mickleover Transport, Ltd., Whitby Avenue, London, N.W.10, for United Dairies, Ltd., might represent a means for making steam power available at locations where its use would otherwise be impracticable.

An Eagle four-wheeled turntable-type 4-ton low-loading trailer forms the basis of the outfit, the major component of which is a Stone-Vapor high-efficiency oil-fired boiler. This has a net weight of 3,520 lb., and is mounted centrally, being bolted through the galvanized-steel floor on to two transverse members attached to the chassis.

Behind a detachable panel on the off side are all the connections for water, fuel and steam. The mains water supply is taken in through a 1-in. pipe to a 20-gal. header tank, mounted at the front of the body on the near side, and may be passed, if necessary, through a Permutit water softener on the off side.

Other piping connects the header tank to the boiler itself, the tank containing sufficient water to fill the coils in the boiler. This has a thermal output of 3,272,000 B.Th.U. per hour, and features an automatic temperature-limiting control with two-stage operation at 75°-150° C. superheat.

A B.E.N. mains-electric driven compressor, capable of delivering 10 c.f.m. at 70 p.s.i., is mounted centrally at the front of the trailer. Beneath the chassis is a 100-gal. fuel-oil tank containing sufficient fuel to run the boiler for up to 5 hr., should it not be possible to make a ready connection to a static bulk supply.

The central section of the roof may be detached for withdrawal of the boiler, and across the top run two transverse ducts, one being an air intake and the other an exhaust channel. This arrangement avoids the provision of vertical stacks which might have caused difficulties in negotiating low arches. Apertures of the intake duct are at the side, whereas the outlets of the exhaust channel are at the extreme ends of the top surface. This channel is bedded on asbestos.

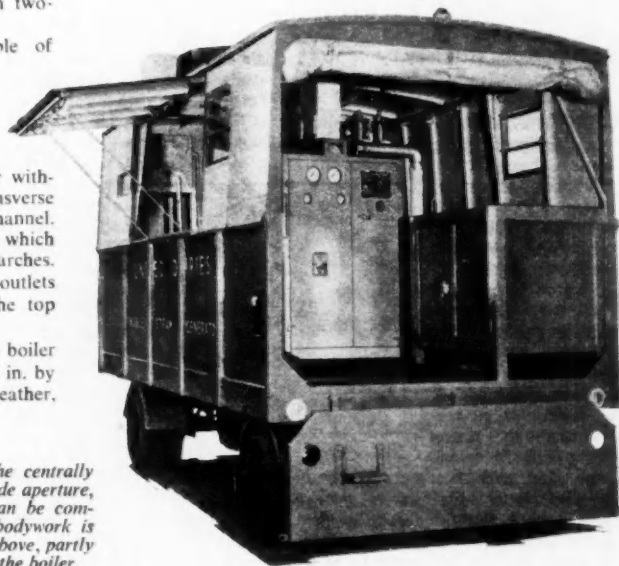
To allow sufficient air to ventilate the body when the boiler is being operated, a panel on each side, measuring 6 ft. 6 in. by 3 ft., may be opened and held as a canopy or, in hot weather,

completely detached. At the rear is a full-drop tailboard and canvas flap. On the off side behind the boiler is a work-bench and tool cabinet, whilst on the near side is the electrical distribution panel with a warning bell. Two red warning lights are fitted on the roof.

Two interior lamps are provided on the fixed portions of the roof, and there are also four Moyden half-drop windows. Up to waist level the bodywork is all steel with exterior framework, whilst above it is of aluminium, a form of construction which tends to offset the high centre of gravity of the boiler.

The steam outlet is of 2½-in. bore and the blow-down and wash-out connections 1 in. The coil drain pipe has a bore of 1½ in. Beneath these connections is the safety valve, which emits downward to the ground.

The outfit may be expected to be in use for continuous periods, perhaps lasting into several weeks, when it goes into service. U.D. employ a fuel tanker to tow the trailer, so that it may be employed at coal-fired installations where oil is not available.

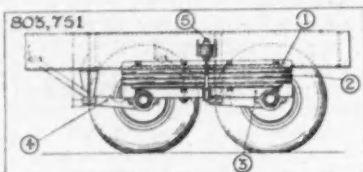


This rear view of the outfit shows the centrally mounted boiler and, through the near-side aperture, the header tank. The side canopy can be completely detached in hot weather. The bodywork is of steel up to waist level and light alloy above, partly offsetting the high centre of gravity of the boiler.

Air Suspension for Heavies

PATENT No. 803,751 shows an air suspension system. The design is said to be suitable for heavy vehicles such as trucks, trailers and semi-trailers, particularly those employing tandem axles. (The General Tire and Rubber Company, 1708 Englewood Avenue, Akron, Ohio, U.S.A.)

A tandem axle bogie for a semi-trailer



is shown in the drawing. The frame rests upon a plate (1), which abuts upon the air suspension unit (2). This consists of three flat bags made of rubber reinforced with cords. All three are interconnected through small passages.

An under-plate (3) consists of a box which forms an additional air reservoir, being connected with the bags. One-way restricting valves are used in the connections to control the rate of rebound.

The bags are relieved of all loads other than vertical ones, the axles being fitted with radius rods (4). Excess deflection is prevented by buffered rebound rods (5).

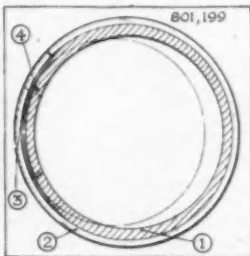
PROTECTING VEHICLES FROM WATER

CROSS-COUNTRY vehicles which have to traverse watery ground are prone to water seepage into the gearbox, back axle and other parts. To eliminate this, patent No. 801,802 suggests pressurizing these components with compressed air. This can be obtained from the power braking system, and may be brought into action automatically by a float under the vehicle. (Klößner - Humboldt - Deutz A.G., Köln-Deutz, Germany.)

PISTON SLAP REDUCTION

PATENT NO. 801,199 shows a piston ring designed primarily to reduce piston slap, though it may also function as an oil retainer. (Cross Manufacturing Co. (1938), Ltd., 33 Midford Road, Combe Down, Bath.)

The piston is provided with all the usual compression and oil-retaining rings, the new ring, located near the bottom of the skirt, being added. The drawing is a section through the piston at this point, in which 1 is the skirt and 2 a normal piston ring. The latter fits in a groove which is turned slightly eccentric, thus leaving a small space in which a short spring strip (3) can be housed. This forms a cushion to absorb the slap and



must, of course, be fixed in a certain position. This is ensured by the provision of small locating pins (4).

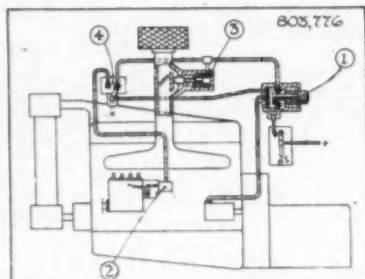
HYDRAULIC-CUM-EPICYCLIC TRANSMISSION

PATENT No. 796,948 shows an epicyclic transmission system in which the events are controlled hydraulically. The chief point is the way in which unwanted fluctuations in the pressure of the control fluid are reduced. Another feature is that operation of the brakes automatically places the transmission in neutral. (General Motors Corp., Detroit, Michigan, U.S.A.)

ENGINE STARTING AID

EASIER cold starting is the object of patent No. 803,776. Though illustrated as applied to a compression-ignition engine, it is said to be equally suitable for spark-ignited engines employing petrol injection. (Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany.)

The starter switch (1) is the main control for the system. When this is pressed, it not only closes the starter-



motor circuit but also energizes a solenoid (2) which sets the injection pump into the excess-fuel condition.

When the starter switch is released, it energizes a solenoid which holds open an air valve (3); this is kept open electrically while the engine is running, against the force of a spring.

When the engine is hot, the system works differently. A thermostatic switch (4) diverts the current from the excess-fuel solenoid to the air-valve coil, so that no extra fuel is injected and the air valve is held open automatically.

The engine is stopped in a rather unusual manner by switching off the air-valve current; this causes combustion to cease owing to over-richness.

ANTI-FREEZE INHIBITOR

ANTI-FREEZE solutions, even when mixed with some corrosion inhibitors, nevertheless often do corrode, according to patent No. 803,832. It describes an additive said to be com-

pletely effective; this is hydrazine hydrate, which is claimed to remove all free oxygen in the water. If the water is hard, hexametaphosphate should also be added. The patent emanates from Farbenfabriken Bayer A.G., Leverkusen-Bayerwerke, Germany.

A UNIVERSAL SWEEPING MACHINE

PATENT No. 798,845 describes a sweeping machine for roads, factory floors and like surfaces. The chief feature of the design is the way in which all refuse lying in the path of the machine is collected, even when it is lying close to a kerb or wall. (John Allen and Sons (Oxford), Ltd., Cowley, Oxford.)

BETTER LEAF SPRINGS

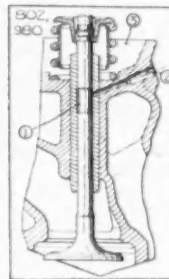
A TECHNICAL point is raised in patent No. 791,131 which claims that in a laminated spring, the heaviest leaf should have a moment of inertia greater than that of all the other leaves put together. (S. Mohl, Frydenlundvej 7, Skodsborg, Denmark.)

LIMITING OIL FLOW IN OVER-HEAD VALVES

WELL lubricated overhead valves are inclined to suck oil down the inlet valve stems when the guides are worn and patent No. 802,980 shows a scheme by which this can be prevented. (General Motors Corp., Detroit, Michigan, U.S.A.)

The drawing shows a section of a valve according to the invention. The main innovation is a turned groove (1) in the stem of the valve.

This communicates with a port (2) open to the atmosphere so that suction leakage around the stem draws in air instead of oil from the upper chamber (3). Lubrication of the stem is not impaired because a fine mist of oil is always present in the groove resulting from seepage.



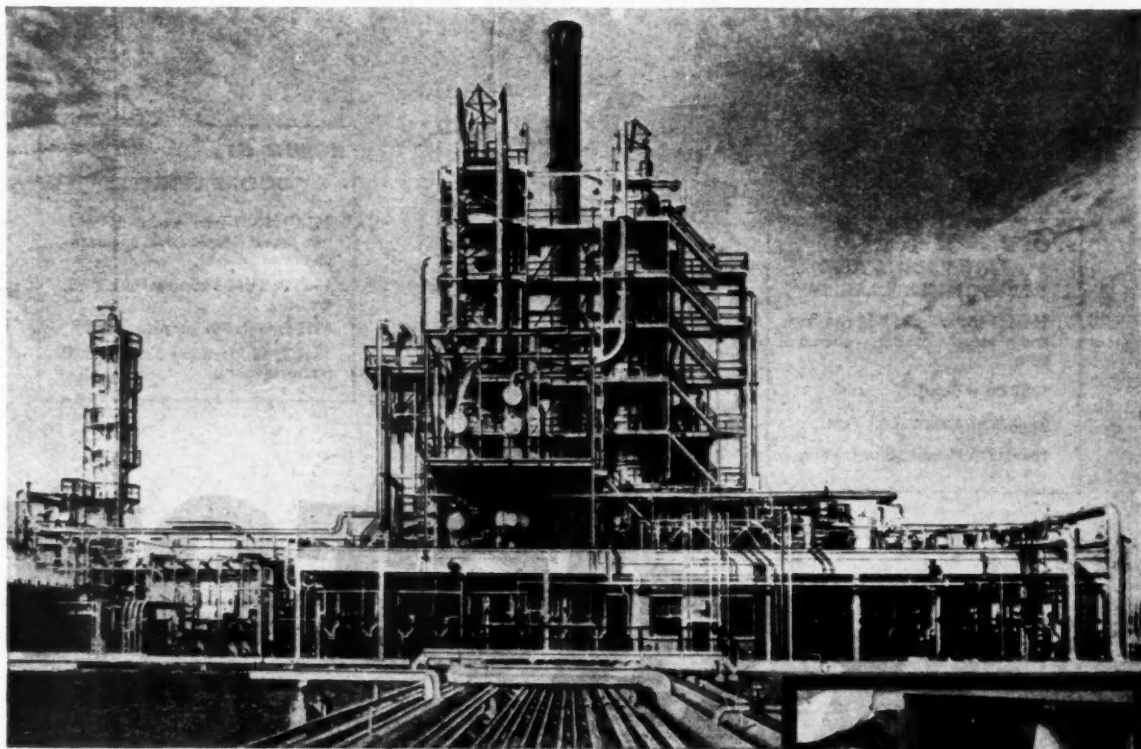
GAS TURBINE CONTROL

PATENT No. 800,394 deals with the control of gas turbines mounted in road vehicles. The driver, by careless manipulation of the fuel feed, could create excessive turbine speeds, and the patent shows a device for preventing this. (Manning Maxwell and Moore Inc., Stratford, Conn., U.S.A.)

HUMIDIFIER FOR AIR INTAKE

A DEVICE for adding water vapour to the intake of a carburetter is shown in patent No. 800,508. The chief feature of the scheme is that the ratio of water to petrol is claimed to be constant over the whole load range. (Société Hydrotechnique, 5 Quai de Grenelle, Paris.)

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Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 62464.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-8.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

6 X 6. Unregistered ex-W.D. diesel/petrol chassis and cabs, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cunley and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. **791-6952**

A.E.C. Mercury (new, April, 1958), as new, fitted with 3-deck cattle container.
LONGTON TRANSPORT EQUIPMENT CO., LTD.
Longton, Stoke-on-Trent. Phone 33231. **791-6952**

A.E.C. Mammoth Major 8-wheeler, first registered January, 1950, 9.6-litre engine, double-drive rear bogie, air brakes, fitted with drop-side body, unladen weight 7 tons 12 cwt., tyres 25% worn only. The whole vehicle in first-class condition and ready for immediate service, bargain, £1,250. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. **790-26**

A.E.C. Matadors, diesel 7.7 and petrol engines, Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. **790-780**

A.E.C. Matadors, tractors, diesel, ex-M.O.S., reconditioned 7.7-litre diesel engines, 4 by 4 and 6 by 6, with power winches, A.E.C., 2,500-gal. tankers, unregistered, ex-M.O.S. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. **790-103**

1950 A.E.C. 6-wheeler 9.6 engine, 22-ft. platform body, clean and in good running order, £750.
1947 A.E.C. 4-wheeler, 7.7 engine, 18-ft. platform body, in excellent running order, £350.
1947 A.E.C. 8-wheeler, 24-ft. platform body, clean and in excellent running order, £450.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-152**

A.E.C. Matador 4 x 4 diesels genuine low mileage, ex-M.O.S. vehicles, reconditioned in our workshops, complete with 7-ton winch, H.D. draw-bar gear, front and rear independent certificate of inspection with each vehicle. Faulkners (Transport), Ltd., Broadcote Wallington, Farnham. Phone, Farnham 4234-5. **793-6958**

A.E.C. Wanted

WANTED A.E.C. 4- or 6-wheelers, fitted Gardner 5 or 6LW engines, condition immaterial. North, Pontefract Rd. Leeds, 10. Phone 76809. **790-6931**

ALBION

ALBION Reiver, Comet engine, first registered 10.12.55, 22-ft. platform, being owner-driven, in very good condition. Phone, Melton Mowbray 2810 after 7 p.m. **792-6935**

Albion Wanted

1956 Onwards **ALBION** Chieftains wanted, long-wheelbase with or without bodies, must be clean. Stepney 5522. **790-6930**

ATKINSON

THE NIGHTINGALE ENG CO. LTD.
ATKINSON VEHICLES,
LONDON SALES AND SERVICE STATION.

FAVOURABLE DELIVERIES

ALL MODELS.

PART-EXCHANGES AND H.P. ARRANGED.
NEW AND USED 8-WHEELERS ALWAYS IN STOCK.

THE NIGHTINGALE ENG CO. LTD.
BALHAM, S.W.12. BAT 2193 (five lines). **722-628**

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.
THE MAIN ATKINSON DISTRIBUTORS

COMPREHENSIVE spares always available.

ALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges. 4LK, 4LW, 5LW and 6LW Gardner engines in stock.

PRICES (EARL SHILTON), LTD.

"THE ATKINSON PEOPLE,"
NEW STREET,
EARL SHILTON,
NEAR LEICESTER.
Phone 3321-2-3. **222-840**

COMBERHILL WAKEFIELD GARAGES, LTD.

ATKINSON VEHICLE DISTRIBUTORS.

OFFER IMMEDIATE DELIVERY FROM STOCK OF

ALL 4- AND 8-WHEELERS
TO STANDARD SPECIFICATIONS.

ALLOY AND TIMBER BODYWORK.

PART-EXCHANGE TRANSACTIONS UNDERTAKEN

PROMPT ATTENTION TO ALL INQUIRIES.

HEAVY-DUTY ACCIDENT/BREAKDOWN VEHICLE SERVICE.

INGS ROAD, WAKEFIELD, YORKS.

PHONE, WAKEFIELD 6051
(five lines) **222-822**

SCOTTS OF NOTTINGHAM, LTD.

LAMBOURNE DRIVE, NOTTINGHAM.
Phone, Deer Park 221-2.

ATKINSON MAIN DISTRIBUTORS.

FAVOURABLE DELIVERY OF ALL MODELS,
6-17 TONS.

SALES, SERVICE, SPARES. **790-101**

1947 ATKINSON 6-wheelers, sound condition, Acorn 6911. **790-126**

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD., for ATKINSONS. Exchanges wanted.
1955 ATKINSON 6LW 8-wheeler tanker, new Butterfield 3,600-gal., 3-compartment tank.
EXCHANGES welcomed. Low deposit terms.

NEW ATKINSON vehicle, prompt delivery, any exchange or terms.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel" **790-176**

1943 And **1946** ATKINSON 6-wheelers, immaculate condition, double drive, 5-speed box, Gardner engine. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. **790-251**

AUSTIN

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, N.15.

PHONE, STAMFORD HILL 8090.

SERVICE AND SPARES.

SPECIALISTS IN ALL TYPES OF BODYWORK.

222-6993

TWO very low-mileage **AUSTIN** 6 by 4 chassis and cabs, unregistered, excellent condition, new batteries, £200 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 255. **222-869**

4 X 2, 4 X 4, 6 X 4, unregistered ex-W.D. trucks, good selection. Cunley and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. **222-829**

1956 **AUSTIN** 1-ton van, in very good all-round condition including tyres, really bargain price, first cheque for £375 secure.
J. UROUHART AND SON, LTD., Petersfield, Hants. Phone 863. **790-17**

1955 5-ton petrol long-wheelbase boxvan.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. **790-405**

SPECIAL NOTICE

CHRISTMAS PRESS ARRANGEMENTS

Classified Advertisements for the **DECEMBER 26** issue, close for press a.m. TODAY,

FRIDAY, DECEMBER 19

Instructions can be received up to noon, by telephoning the Classified Advertisement Department.

"THE COMMERCIAL MOTOR"

TERMINUS 3636

Used Goods Vehicles (contd.)

S AUNDERS
FOR YOUR AUSTIN.
THE SEASON'S GREETINGS
TO ALL OUR
ASSOCIATES IN THE MOTOR TRADE.

H. A. S AUNDERS, LTD.,

836-842 HIGH ROAD,
FINCHLEY, N.12.

Phone, Hillside 5272 (eight lines). 790-11

1954 AUSTIN B.M.C. 3-4 diesel 2-3-ton car trans-
ported with 23-ft. track lengths, still in service,
shortly available. Offers to The Parkside Garage, Ltd.
Warwick Rd., Coventry. Phone 64162. 791-6957

MANN EGERTON AND CO. LTD.,
AUSTIN COMMERCIAL VEHICLE DISTRIBUTORS
Trade Inquiries Invited.

MANN EGERTON AND CO. LTD.,

5 PRINCE OF WALES ROAD, NORWICH.
Phone 20481. 790-420

AUSTIN 25-cwt., very good condition throughout, £110.
Cavendish Motors, Cavendish Rd., N.W.6. Willenden
0946-8.

1955 AUSTIN A40 van, very good condition, new
engine fitted, £325.

1955 AUSTIN A40 van, very good condition, new
engine fitted, £325.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907 790-423

AUSTIN, 1955, 1-ton van, low mileage, £375.

AUSTIN 1953, 25-cwt. 3-way van, £195.

AUSTIN 1950, 25-cwt. 3-way van, £125.

SHELDON MOTOR SERVICE, 2119 Coventry Rd.,
Sheldon, Birmingham. 26 Phone, Sheldon 4386-7-8.
790-159

CAR MART, LTD.

SIX MONTHS' GUARANTEE
WHERE STATED.

10 P.C. DEPOSIT.

1950 AUSTIN 25 3-way van, £155.

1957 AUSTIN A35 van, 13,000 miles, guaranteed,
£375.

1951 AUSTIN A70 rown van, £215.

1957 AUSTIN A35 van, £355.

1957 AUSTIN A152 Omnitruck, guaranteed, £445.

1957 AUSTIN A35 van, £395.

1958 AUSTIN A152 13-seater Omnicoach, 11,000
miles guaranteed, £595.

1956 AUSTIN A40 van, guaranteed, £345.

1957 AUSTIN 5-ton B.M.C. diesel boxvan, £975.

1957 AUSTIN A152 Calthorpe Home Cruiser caravan,
17,000 miles guaranteed, £695.

THE CAR MART, LTD.

WELSH HARP,
EDGWARE ROAD, N.W.9.

Hendon 6500. 790-45

1956 AUSTIN B.M.C. diesel platform truck, fitted
2-speed axle, £695. 8 Beaconsfield Rd., St. Margaret's, Middx. 790-K3514

WEYBRIDGE AUTOMOBILES, LTD.,

QUEEN'S ROAD, WEYBRIDGE

Weybridge 2233.

1957 AUSTIN 5-cwt. A35 van, green, fitted heater,
passenger seat, mileage 25,000, one owner, £359.
790-345

1956 AUSTIN B.M.C. diesel 7-ton long-wheelbase
platform. Prynn and Stevens, Ltd., 57 Acire Lane, S.W.2. Bri 1155. 790-353

Austin Wanted

ADVANCE 5242.

AUSTINS wanted! Austins wanted!

AUSTINS wanted! Austins wanted!!

G.T.C. (COMMERCIALS) LTD., 2 Addington Rd.,
Bow Rd., E.3.

ADVANCE 5242.

A36

Used Goods Vehicles (contd.)

BEDFORD

ARLINGTON MOTOR CO. LTD.,

OUR REPUTATION IS YOUR GUARANTEE

SELECTION OF OUR RANGE OF

USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND
PERSONNEL CARRIERS ALWAYS AVAILABLE.

1956 BEDFORD, petrol, 7-ton long-wheelbase, with
platform body.

1955 BEDFORD 5-ton long-wheelbase drop-side truck.

1954 Petrol 7-ton with 16-ft. platform body.

1954 7-ton long-wheelbase, 16-ft. platform body with
Leyland Comet reconditioned engine.

1954 7-ton long-wheelbase with Comet engine, 16-ft.
platform body.

1953 ALSO

THE following vehicles are offered with demonstration
mileage only—
6-TON long-wheelbase normal-control drop-side truck,
with 300-cu.-in. diesel engine, Model D6LD1.

8-TON normal-control tractor chassis-cab with 300-cu.-
in. diesel engine and Scammell coupling, Model
D4A1.

**MAY WE
QUOTE YOU**

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDER'S END, ENFIELD, MIDDX.

Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.

Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY.

790-406

E. J. BAKER AND CO. (DORKING), LTD.,

BEDFORD

MAIN DEALERS.

WELCOME inquiries for early delivery all types of
new BEDFORD commercial vehicle, articulated
vehicles and Utilities.

NEW BEDFORD CA vans available, early delivery.

CHOICE of several BEDFORD vans and Utilities.

SELECTION of used tractor units and trailers.

SEVERAL tipper from 1946 onwards in stock.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early

delivery all types of new BEDFORDS.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1956, Late, BEDFORD 3-ton long-wheelbase truck,
Perkins P4 engine, 12,000 miles only, excellent
condition, £675.

1956, Late, BEDFORD 35-cwt. Spurling van, Perkins
P4 engine, excellent condition, £600.

1952 BEDFORD 5-ton boxvan, 1,050 cu. ft., drop
well, walk-up tailboard, very good condition,
£215.

1946 BEDFORD 2-3-ton short-wheelbase hand
tipper, good condition, £100.

1946 BEDFORD 2-4-ton long-wheelbase truck, good
condition, £85.

WE welcome inquiries for early delivery all types of
vehicles and Utilities.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

790-417

4 X 2, 4 x 4, unregistered ex-W.D., low mileage,
M.O.S., rebuilt O.L.s, c/w winches if required,
also very excellent selection of OY trucks with V.G. cabs,
Cundey and Stewart. Ltd. Alfreton, Derbyshire. Phone,
Leabrooks 477. 222-646

COACHES AND COMPONENTS, LTD.

1955 BEDFORD 7-ton diesel truck, very good
condition.

1952 BEDFORD 3-ton boxvan, very good condition,
469-475 Holloway Rd., London, N.7. Archway
2647. 790-57

1950 BEDFORD 5-ton long-wheelbase petrol-engined
drop-side truck, clean and in very good running
condition, £85.

W.E.M. MOTORS (Wimbledon), 506-508 Kingston
Rd., London, S.W.20. Phone, Cherry-
wood 4322, 4568, 1480. 790-79

1955 BEDFORD 7-ton long-wheelbase truck, petrol,
in good and clean condition throughout, £545.

FINEFIELD GARAGE, LTD., Bath Road West, Slough,
Bucks. Phone, Slough 23391. 790-6955

BEDFORD OL 4 by 4 with winch, M.O.S., reconditioned,
complete with new battery, spare wheel and tyre,
£150; also some without winch from £80. Candelieri's
Transport, Ltd. Foddington, Beds. Phone 205. 790-87

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-
class "Quality Tested" and other BEDFORDS for
your inspection.

MAKE sure you inspect these before you make your
purchase. A sample of our stock is as follows:—
NEW BEDFORD 8-ton short-wheelbase normal-control
chassis-cab, diesel.

NEW BEDFORD forward-control truck, Leyland Comet
engines.

NEW BEDFORD 7-ton long-wheelbase chassis-cab,
N petrol.

1946 BEDFORD 2-3-ton platform £80.

1954 BEDFORD Dormobile, brown and green, £395.

1957 BEDFORD 10-12-cwt. van, grey, £395.

1951 BEDFORD 5-ton boxvan, black, £295.

1956 BEDFORD 5-ton long-wheelbase truck, £645.

1954 BEDFORD 5-ton long-wheelbase truck, £495.

1955, BEDFORD Utilabrake, ivory and blue, £350.

1949 BEDFORD 8-ton tractor unit, £155.

1950 BEDFORD 3-ton long-wheelbase truck, £145.

1952, BEDFORD 5-ton long-wheelbase truck, £295.

1957 BEDFORD 10-12-cwt. van, £395.

1955 BEDFORD 10-12-cwt. van, red and black, £285.

1956 Grosvenor Grafton, maroon, ivory, £425.

1958, October, BEDMOBILE, £525.

1950 BEDFORD 5-ton tipper, grey, £125.

SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can
be arranged while you wait.

PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no
obligation.

OUR showrooms are open until 6 p.m. daily and 5 p.m.
Saturdays.

HAMILTON MOTORS (LONDON), LTD.,

466-490 EDGWARE ROAD,
LONDON, W.2.

AMBASSADOR 7211-5. PADDINGTON 0022-8.
790-281

CARMO OF LONDON,

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

1955 BEDFORD Utilities, £410.

1956 BEDFORD 10-12-cwt. van, £340.

1954 BEDFORD 10-12-cwt. van, £275.

1955 BEDFORD 25-cwt. van, £545.

1953 BEDFORD 30-cwt. van, £345.

1951 BEDFORD 5-ton long-wheelbase platform truck,
£95.

1949 BEDFORD 30-cwt. Luton van, £150.

1949 BEDFORD 2-3-ton long-wheelbase boxvan,
£150.

1949 BEDFORD 5-ton long-wheelbase truck, £195.

1949 BEDFORD 5-ton diesel Luton van, £850.

1952 MANY more available. Please send for full list.

THE NEW BEDFORD

NORMAL-CONTROL RANGE

AVAILABLE FOR IMMEDIATE DEMONSTRATION
AND EARLY DELIVERY.

VANS, CONVERSIONS

AND

LIGHT COMMERCIALS

UP TO 30 CWT.

FROM ONLY 10% DEPOSIT.

BEDFORD EXCHANGE RECONDITIONED ENGINES
FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE
OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555.

790-282

OVER HALL GARAGES, LTD.

1952 FORD 10-cwt. van, with windows.

1953 BEDFORD CA large-capacity van, one owner.

1955, November, BEDFORD 3-ton long-wheelbase
dropside truck.

SELECTION diesel boxvans.

OVER HALL GARAGES, LTD.,

STAINES ROAD, BEDFONT, MIDDX.

Ashford 5741.

790-285

Used Goods Vehicles (contd.)

SHUKER'S OF SHEFFIELD, LTD.
OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford, all models, sent anywhere in Britain.
TIPPER'S a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.

56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines) or 23239 after 6.30 p.m. ZZZ-773

LAWSON PIGOTT MOTORS, LTD.
OFFICIAL BEDFORD MAIN DEALERS.
WE WISH ALL OUR TRANSPORT FRIENDS FAR AND NEAR

THE SEASON'S GREETINGS
AND A
PROSPEROUS NEW YEAR.

START 1959 with a new or good used BEDFORD from our varied and extensive stock which is backed by an after-sales service second to none.

PHONE, BARNET 1061.

YOU can be assured of a good deal.

NEW BEDFORDS!!!

GOOD selection ex-stock or early delivery, petrol or diesel.
ASK for demonstration without obligation of the new BEDFORD 4-ton chassis, powered with Bedfords own 4-cylinder diesel engine!!!

BEDFORD LUTON VANS.
BRAND-NEW coachbuilt bodies of 1,000 cu. ft., integral cab, low-loading well, on Bedford 4-ton O model chassis, overhauled and fully guaranteed. Unladen weight approximately 2 tons 10 cwt. In primer or customer's finished paintwork.

PART-EXCHANGES? Certainly!

H.P. From 10% deposit new or used vehicles.

SALES staff in attendance until 5 p.m. on Saturdays.

LAWSON PIGOTT MOTORS, LTD.

186 EAST BARNET ROAD,
NEW BARNET.

Phone, Barnet 1061, 1066.

320 KING STREET, HAMMERSMITH,
LONDON, W.6.

Phone, Riverside 4111. 790-135

CAPITAL MOTOR CO., LTD.
BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.

NEW BEDFORD 6-ton chassis-cab, 300 diesel.

1949 BEDFORD 5-ton long lorry-tilt, well maintained, £105.

1958 Utilibike Special, red and cream, in excellent condition, £495.

REMINGTON ST., City Rd., N.1. (Nr. Angel) 790-303

R. Clerkenwell 7456.

PRICE'S (EARL SHILTON), LTD., offer:-

BEDFORD, November, 1955, 7-ton diesel short-wheelbase tipper. Pilot underfloor gear, drop-side steel body with extensions, antiray primer, good condition, £675.

PRICE'S (EARL SHILTON), LTD., New St., Earl Shilton, Leicester. Phone, Leicester 3321 (three lines). 790-105

1956 BEDFORD 5-ton drop-side truck, 35,000 miles only. P6 engine, heavy tyres, ready for the road, £695. Herwin, Woolwich 0165. 790-130

1954 BEDFORD Scammell 10-ton articulated unit, with new Comet 90 engine, very clean and in good order, one owner since new, £550.

BEDFORD Scammell A-type articulated unit, diesel engine, in excellent running order; choice of 10 at £340 each.

RESH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 790-154

R. Stevenage 175.

BEDFORD long-wheelbase platform, new tyres, £200.

1955 BEDFORD CAV 10-12-cwt. van, £280.

SHELDON MOTOR SERVICE, 2119 Coventry Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4386-7-8. 790-160

1953 And 1955 BEDFORD A-type diesel 5-ton short-wheelbase tippers, in excellent condition, from £425.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich. Phone, Wednesbury 0470 and 1047. 790-180

1954 BEDFORD Scammell 5-type tractor unit, Perkins R6 diesel engine fitted with 18-ft. trailer, £475.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich. Phone, Wednesbury 0470 and 1047. 790-183

TWO 1949 BEDFORD 5-ton trucks, fitted with Perkins P6 and heavy-duty springs and tyres, £250 each. Phone, Blyth 4993. 790-0971

1952 BEDFORD large Luton pantechnicon, built on passenger chassis, low mileage, and good condition, used on C licence for grows, unladen weight 4 tons 3 cwt., price £725.

MORLEY MOTORS, LTD., Middleton Rd., Morley, near Leeds. Phone, Morley 4333 any time. 791-6959

Used Goods Vehicles (contd.)

TOM BYATT, LTD.
FOR
NEW OR SELECTED USED
BEDFORDS.

SEVERAL USED BEDFORD TIPPER AND DROP-SIDE REQUIRED IN PART-EXCHANGE.

PHONE, CALL, WRITE.

TOM BYATT, LTD.
FENTON,
STOKE-ON-TRENT.

TERMS. EXCHANGES.
Phone, Stoke-on-Trent 48581 (six lines). 790-308

BEDFORD 6-ton long-wheelbase drop-side diesel tipper, late 1955, excellent condition, any trial. Weirby 2197. 790-208

1953 BEDFORD 3-ton boxvan, fitted with meat-hanging rails, rear roller shutter, excellent condition, D. Austin Jones and Sons, Ltd., Llanmorlais, Swansea. 791-83611

£295. 1954 BEDFORD 10-ton Scammell artic. unit, modified R6 diesel, one owner, as new.

KIRKHAM'S COMMERCIAL MOTORS, 82 Hilton St., near Broughton, Salford, 7. Phone, Broughton 2316 and 2437. 790-364

BEDFORD 4-ton, long wheelbase, in exceptional condition. C licence user, late 1955, £475.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich. Phone, Wednesbury 0470 and 1047. 790-418

COOMBS, main Ford dealers.

1951 BEDFORD PE 5-cu.-yd. tipper, Anthony hoist, unladen weight 2 tons 9 cwt. 84 lb., excellent mechanical order, good tyre equipment, snip, £250.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 790-315

1954 BEDFORD Dormobile, £325.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmonth Rd., Guildford, Surrey. Phone, Guildford 62907. 790-429

Bedford Wanted

BEDFORD. All types wanted.

BEDFORD. All types wanted.

HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.19.

GRE 2033-4. ZZZ-821

ADVANCE 5242.

BEDFORDS wanted! Bedfords wanted!!

BEDFORDS wanted! Bedfords wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242. 790-185

1954 Or later 2-ton BEDFORD. Also Bedford tippers.

WALTON HAULAGE, 255 Walton Lane, Liverpool, 4. 790-210

1956 Model 7K B.M.C. diesel, long-wheelbase, platform, forward-control Eaton 2-speed axle and power steering, £875.

FINEFIELD GARAGE, LTD., Bath Road West, Slough, Bucks. Phone, Slough 23391. 793-6954

B.M.C.

CHEVROLET 4 by 4 hydraulic tipper, Perkins P6 engine, excellent condition, C. Russell, 46 Clarence St., Southampton. Phone 26590. 790-292

COMMER

TS3 1955 body and cab, new engine overhaul Route-garage, tyres 75%, only, taxed two months this year, £850. Atkinson, Fairfield Garage, Felton, Co. Durham. Phone, Beamish 385. 790-83313

1947 3-4-ton model COMMER truck, overhauled, £25 spent on repairs, offers. 68 Chesterfield Rd., Ashford, Middx. 790-83467

J. ASHALL AND SON (ENGINEERS), LTD., Windle City Garage, Moss Bank Rd., St. Helens. Phone 1069. 4630. 790-14

1958 COMMER 7-ton long-wheelbase, 6 weeks old, 1,000 miles, £1,075.

SMITH AND BLACKWELL, LTD., offer:-

1956 COMMER 8-cwt. blue, one owner, very good condition, fold-in-floor rear seat, £355.

1955 COMMER 8-cwt., green, good condition, £275.

1950 COMMER QX 7-ton long-wheelbase platform body, very good condition, £240.

1950 COMMER QX 7-ton short-wheelbase drop-side truck, £75.

1946 COMMER Q4 long-wheelbase drop-side truck, £40.

325 ESSEX RD., Ilington, N.1. Canonbury 6451. 790-18

December 19, 1958 - THE COMMERCIAL MOTOR 39

Used Goods Vehicles (contd.)

1946 COMMER van, Perkins P4 engine. Acorn 6911. 790-127

1952 COMMER 7-ton petrol drop-sided lorry.

1951 COMMER 7-ton petrol platform lorry.

BOTH vehicles in excellent condition.

ROMILLY MOTOR CO., LTD., Cardiff. Phone 29721-2. 790-131

1954-5 COMMER 7-ton TS3 diesel platform lorry, 900 by 20 tyres, excellent condition.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 790-163

COMMER, October, 1953, one owner, 19-ft. 6-in. drop-side body, perfect condition, £325. Pibright Garage, Pibright Rd., Southfields, S.W.18. Vandyke 6188. 790-234

1953 COMMER 2-3-ton Q2 long-wheelbase truck, as new, £275.

COMMER 25-cwt. van, 1950, £100.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4386-7-8. 790-161

1956 COMMER 5-ton forward-control, 15-ft. 6-in. platform truck, fitted with the famous Commer chrome bore long-life petrol engine, very small mileage, late owner changed to larger machine, first-class condition throughout.

PARKER AND CO. (SCUNTHORPE), LTD., Routes Group, Main Dealers, Doncaster Rd., Scunthorpe. Phone 3244-5. 790-204

COMMER 1958 TS3, air brakes, 9.00 by 20 tyres, helper springs, £1,400; also June, 1957, TS3, £1,200. Both in excellent condition; bargains. Roger Rees Transport, Morriston, Swansea. Phone 7383. 790-354

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used B commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310.

£375. 1951 COMMER articulated, new P6 engine, 18-ft. Scammell trailer, tyres as new, one C licence owner.

£375. 1951 COMMER articulated, new P6 engine, 20-ft. Scammell trailer, tyres as new, one C licence owner.

KIRKHAM'S COMMERCIAL MOTORS, 82 Hilton St., near Broughton, Salford, 7. Phone, Broughton 2316 and 2437. 790-362

DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. ZZZ-697

DENNIS Max diesel insulated vans, choice of two, in very good condition.

DENNIS Max 8-ton diesel lorry, in good condition, £175.

DENNIS gully emptier, 1948, 800-gal. capacity, in first-class running order and condition.

OLD TRAFFORD MOTOR ENG. CO., LTD., TALBOT ROAD, MANCHESTER, 16. 796-6946

DENNIS diesel-engined Pax 6-ton double-drop-side truck, first registered March, 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle, £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 790-24

1950 DENNIS Jubilant, rigid 8-wheeler, 24-ft. platform, first-class mechanical condition, ready for work.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 790-167

DENNIS Max diesel, 3,000 miles, ex-M.O.S., 36 by 8 tyres, £410. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 790-300

DENNIS Jubilant, 1954 model, 6-wheel, double-drive chassis and cab, 5-speed box total mileage 67,000 since new, late property of large combine, in almost mint condition.

O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Birmingham Broadway 2871-2-3. 790-222

DODGE

DODGE 6-tonner, late 1956, rebuilt Perkins P6 engine, 13-ft. 4-in. wheelbase, 17-ft. drop-side body, Eaton 2-speed axle, well tired, ready for work. Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 790-111

1955 DODGE 103-P6 Perkins diesel short-wheelbase tipper, 36 by 8 tyres, first-class condition.

1953 DODGE 108-P6 long-wheelbase tipper, repainted, good condition throughout.

GEO. H. KENDRICK, LTD., Carters Green, West Bromwich. Phone 0778. 790-45

DODGE 1954 7-tonner, Perkins P6, normal control, 17-ft. alloy flat, good condition, £550. Transport Repairs, Liverpool. Central 9421. 790-201

1955 DODGE 6-ton diesel, two-speed axle, 900 by 20 tyres, 16-ft. drop-sided body, first-class mechanical condition.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 790-165

1952 DODGE Kew 5-ton short-wheelbase tipper as new, one owner, £225.

KIRKHAM'S COMMERCIAL MOTORS, 82 Hilton St., near Broughton, Salford, 7. Phone, Broughton 2316 and 2437. 790-363

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Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section advertisement for used DODGE vehicles. 790-253

DODGE R6 1955 7-8-ton 18-ft. 6-in. long-wheelbase truck, 2-speed Eaton axle, 900 x 20 tyres.
DODGE P6 1953 5-6-ton long-wheelbase truck.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4186-7-8. 790-162

1956 DODGE 145R6 7-ton 16-ft. drop-sided truck, one owner-driver, 68,000 miles, very good order, 1900. Southdene, Bradpole, Bridport, Dorset. Phone, Bridport 2062. 790-x3606

Dodge Wanted

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. 790-143

WANTED DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 790-293

E.R.F.

1948 E.R.F. 8-wheeler, 24-ft. platform, 6LW engine, double drive, in good running order, 1575. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 790-146

1947 E.R.F. 6LW artic. tractor, fifth wheel coupler. RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel". 790-178

1943 and 1948 E.R.F. 4-wheelers, 5LW, both slightly damaged, will sell as one piece or spares. All parts available. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 790-250

FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs, on 1400 by 20 big single tyres, 1900 each, 16 by 8 twin rear, £1,000 each. L. W. Vass, Ltd., Amphil, Bedford. 790-1255. 790-765

PRESSURIZED bulk tankers for sale.

TWO FODEN 8-wheel bulk tankers, Gardner 6LW, 40 by 8 tyres, Wellworthy compressor 45 in. discharge, presently carrying cement but suitable for chemicals, etc. 3-cone Yenco steel hoppers completely overhauled 1958, inspection and offers invited. Tarslag, Ltd., Phone Stockton-on-Tees 65101. 790-6412

1947 FODEN 8-wheel double-drive, 6LW, 24-ft. flat, £225. Justice, Langley Mill 3182; home, 3625. 790-119

PEPPERS GARAGE (NANTWICH), LTD.

OFFER FOR SALE.

FODEN, first registered February, 1955, FG6/12 14-ton long-wheelbase drop-side lorry, one C. licence owner, 20-ft. body, mileage 40,000 from new, taxed to December, price £2,495. Special long-term payments available.

LONDON ROAD,

NANTWICH, CHESHIRE.

Phone 65591. 790-68

1947 FODEN 8-wheeler single-drive 6LW drop-side.

1948 FODEN 6-wheeler double-drive 6LW platform.

1950 FODEN 8-wheeler double-drive 6LW platform.

1951 FODEN 8-wheeler double-drive 6LW drop-side.

REASONABLE prices for quick sale. Terms arranged.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel". 790-177

FODEN 1937 twin-steer, 5LW Gardner, platform body and good runner, £130.

FODEN 1940 4LW Gardner, platform body, engine faulty, £90. Baylis, Timberham Works, Lowerfield Heath, Surrey, Horley 4536 and Liberty 3654. 790-239

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D. delivery mileage only, new and rebuilt trucks, also Canadians. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648

4D Diesel long-wheelbase van, aluminium body with well, nice order, £695. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 790-22

1954 FORD 4D, semi-loader body, immaculate condition. Acorn 6911. 790-128

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Used Goods Vehicles (contd.)

SAVE money! Almost-new 3-ton 4D diesel 157-in. long-wheelbase drop-side, still primer, few hundred miles only, greatly below list price; new low terms. Oundle Motors, Ltd. Phone, Oundle 2142 (Northants). 790-49

THREE Thames FORDSONS, 1955, P6 engines, just off contract and in first-class condition, £300 each. Tunnel Garage, Arterial Rd., Aveley, Essex. Phone, Purfleet 5331. 790-52

1957 Thames 4D diesel 5-ton long-wheelbase drop-side truck, in excellent order, £450.

1953 Thames 4D diesel long-wheelbase 5-ton truck, £365.

1953 Thames diesel 5-yd. tipper, steel body, £225.

ALSO many others. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 790-136

1958 3,780 miles only. Thames 30-cwt.-2-ton drop-side truck, 4-cylinder petrol engine, hand-operated tipping gear, front gantry, flashing indicators, painted in cream, very suitable for small builder, £735. R.P. Motors, Ltd., Central Garage, High St., Redhill, Phone, Redhill 3933-4-5. 790-184

CHASESIDE MOTOR CO. LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456

1957 FORD Thames 10-cwt. van, painted green, sound condition throughout, £275. 790-414

1957 FORD 5-ton Thames Trader, drop-side tipper, low mileage, as new, £975. 790-290

1958 FORD 5-ton Thames Trader, long-wheelbase truck, 16,000 miles, as new, £975. 790-290

1954 Thames 4-ton flat truck, 4D engine, good tyres, £395. Henry Oliver, Ltd., Ford distributors, 73-83 Bridge St., Northampton. Phone 3510. 790-18595

1951 2-ton Luton van, approximately 750 cu. ft., excellent condition, £125.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 790-214

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,330.

1957 Thames Martin Walter 7-seat Utilicon, 10,000 miles only, £375.

1956 Thames 3-cwt. van, resprayed blue, radio and heater, £325.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery; any A body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 8133-4. 790-329

1956 THAMES 5-ton diesel drop-sided lorry, long wheelbase, mechanically sound and good tyres, new battery, reasonable price. Whiteley and Cressy, Ltd., Werrington, Peterborough. Phone, Werrington 555. 790-339

1951 FORD 4D 2-ton diesel van, excellent condition throughout, ready for immediate use, £300.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.15. Palmers Green 0446 and 1023. 790-276

1955 FORD 4D 5-ton long-wheelbase platform, repainted, good condition throughout, £445.

E. J. BAKER AND CO. (DORKING), LTD., 55-61 London St., Chertsey 2391. 790-416

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout, choice of two, £315.

1953 54 FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 790-317

TWO 1947 FORDSON pantechicons, 900 cu. ft., £80 each.

1956 FORD 7-cwt. van, black and silver, no writing, £310.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 790-424

Ford Thames and Fordson Wanted

WANTED, 15-cwt. 4 by 4 FORD, in good condition, Box CM901, care of "The Commercial Motor". 790-83

WANTED, FORD 4D, low mileage, 1957 onwards. Church Road Motors, Ltd., Hadleigh, Essex. 790-144

WANTED, FORDS, 4D vans and Perkins. All capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 790-294

GUY

1953, October, GUY Otter, P6, Homalloy, flat, 8.25 by 20 tyres, 2-speed axle, specimen condition, £485.

COPELLO MOTORS, 92 Brougham Lane, Salford, 7. Phone, Blackfriars 7764. 790-205

INTERNATIONAL

International Wanted

INTERNATIONAL KR8 gearbox wanted urgently. 315 Prescott Rd., Liverpool, Stoneycroft 9087. 790-327

Used Goods Vehicles (contd.)

JOWETT

1953 Bradford van, £95.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 790-430

KARRIER

4 X 4 unregistered low-mileage ex-W.D. trucks, 2/8 winches if required. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-649

LAND ROVER

1951 LAND ROVER, new engine fitted, £285.

1954 LAND ROVER, good condition, £375.

TWO 1955 LAND ROVERS, excellent condition, many extras, £430 each.

1956 LAND ROVER, 107 in., fitted with Turner diesel engine, £500.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 790-425

Land Rover Wanted

LAND ROVERS, any age or condition. 130 The Broadway Southall, Middx. Phone, Southall 6293. 790-8

LEYLAND

1947 LEYLAND Octopus pantechicon, 5-speed gear box, double drive axle, 36 x 8 tyres, in sound condition, one owner, C. licence. Box CM8923, care of "The Commercial Motor". 790-6947

1951 LEYLAND Comet diesel articulated unit, in excellent running order with 2-speed axle and S.A.E. coupling, £450. Trailer available if required.

1950 LEYLAND 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1949 LEYLAND Beaver 4-wheeler 18-ft. platform body, 600 engine, in good running order, £750.

1953 LEYLAND 8-wheeler, 24-ft. platform body, new type cab, 600 engine, in excellent order throughout, £1,500. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 790-147

BROWNHILLS MOTOR SALES,

PHONE, BROWNHILLS 2307, 2336 AND 2392.

ALL MODELS

LEYLAND,

ALBION, SCAMMELL,

TO 10 DAYS' DELIVERY.

24-HOUR HEAVY-DUTY BREAKDOWN RECOVERY SERVICE.

1949 LEYLAND Comet 75 short-wheelbase tipper, £350.

1951 LEYLAND Comet 75 short-wheelbase tipper, £375.

1949 LEYLAND Hippo chassis and cab, medium wheelbase, £700.

1954 LEYLAND Comet ECO2/1R long wheelbase £700.

1954 LEYLAND Comet artic. and two Scammell trailers, £1,700.

1954 Choice of three ECO2/1R coal tippers, £950 each.

1954 Choice of three ECO2/1R coal tippers, £1,100 each.

1955 Choice of three ECO2/1R coal tippers, £1,100 each.

BROWNHILLS MOTOR SALES,

PHONE, BROWNHILLS 2307, 2336 AND 2392.

790-258

J. CAMPBELL PARK, LTD., offer—

1954 LEYLAND 8-wheeler, double-drive, very good condition, excellent tyres, three available at the end of December.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 790-198

Leyland Wanted

WANTED, LEYLAND Comet, forward control, long wheelbase, 1957-58, low mileage, clean, with drop-side body, Box CM908, care of "The Commercial Motor". 790-x3007

MACK

MACK NR series diesel lorry in running order, no reasonable cash offer refused. Dick Hampton, Broadview Farm, Blacknest, Alton, Hants. Phone, Bentley 2241. 790-51

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphil, Bedford. 790-1255. 222-870

TWO 1946 MAUDSLAY long-wheelbase flat, one drop-side, fitted Kirkstall axles, £150 each. Justice, Langley Mill 3182; home 3625. 790-120

1948 MAUDSLAY Mogul Mk. II 18-ft. drop-side body in excellent condition throughout, £375.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 790-181

1949 MAUDSLAY Mustang, twin steer, 6-wheeler, 20-ft. flat, reconditioned 7.7 A.E.C. 790-166

PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221.

Used Goods Vehicles (contd.)

MORRIS AND MORRIS-COMMERCIAL

4 X 4 unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, winches optional. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-846

1953 MORRIS 3-ton truck, in good condition throughout, reliable vehicle, £220. Otley Motors, Ltd., Crescent Rd., London, N.22. Bowes Park 4568. 790-86

H. TAYLOR AND CO., Ltd.

1955 MORRIS Minor 1-ton van, grey, extra passenger seat, good tyres, one owner, wing mirrors, not sten-written, bodywork good, £295.

1954, November, MORRIS 10-cwt. van, J type, £250.

1-2 THE CRESCENT, Surbiton. Elmbridge 0081. 790-220

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 790-257

1955 MORRIS Minor van, Clarendon grey, unwritten, 29,000 miles, as new, £269. 23 Portland Rd., South Norwood, S.E.25. Phone, Add 7255. 790-3608

1953 54 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 790-318

1955 MORRIS 10-cwt. J-type van, excellent condition, reconditioned, £390. COMBES COMMERCIAL (GUILDFORD), LTD., 6 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 790-428

SCAMMELL

1951 SCAMMELL 8-wheeler, 40 by 8 tyres, all round, Gardner 6LW engine, 6-speed gearbox, air brakes, in very nice condition, excellent runner, choice of two, £750 each.

1950 SCAMMELL tractor unit, 6LW engine, 6-speed box, air brakes, one owner since new, exceptionally clean and in good condition, also a number of other Scammell tractors.

ROSE GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 790-150

1943 SCAMMELL 8-wheeler, rebuilt flat platform, Harrow 051. 790-274

SEDDON

1956 SEDDON short-wheelbase tipper, 6 cu. yd., wood body, Pilot twin ram tipping gear, immaculate condition.

PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4231. 790-164

RYLAND GARAGE, LTD., for new and used SEDDONS. Exchanges wanted.

1951 SEDDON 7-ton long-wheelbase drop-sider, ex-C licence, good tyres, cheap to clear.

1953 SEDDON 7-ton, P6, long-wheelbase drop-sider.

1954 SEDDON 7-ton long-wheelbase drop-sider, repainted and ready for work.

1955 SEDDON 7-ton, 17-ft. 6-in. drop-side body, excellent tyres and condition, one careful owner.

LOW deposit terms arranged.

NEW SEDDON models, for prompt delivery. Exchanges welcomed.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel". 790-175

STANDARD

1950 STANDARD Vanguard van, heater, in very nice condition throughout, £165. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 790-319

THORNYCROFT

4 X 4 unregistered ex-W.D. trucks, very good selection Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-651

TROJAN

Trojan Wanted

WANTED. TROJAN, low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 790-345

VOLKSWAGEN

BOGNOR STATION GARAGE. 1954 VOLKSWAGEN Microbus de luxe, 1955. 20 Longford Rd., Bognor 2102. 790-338

VULCAN

1950 VULCAN, just overhauled, £250. Fitterrells Transport (London), Ltd., 504 Silwood St., Hermonsey, S.E.16. Phone, Bermondsey 2735. 790-124

UNCLASSIFIED

MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford. Phone 31726. New and used vehicles. 222-726

£1,400. Leyland Octopus, 680 engine, alloy body, excellent condition, late type cab, 1946 Leyland 1218 Beaver, as working, £265. 1942 E.R.F. double-drive, six-wheeler, 5LW, 5-speed, recent reconditioned engine, C.F.T.S., Ltd., Bridge Works, Phone, Thorney 371-2 near Peterborough. 790-6008

Used Goods Vehicles (contd.)

G.T.C. (COMMERCIALS), LTD.

WISH EVERYONE

A MERRY CHRISTMAS

AND A

PROSPEROUS NEW YEAR. 790-187

L. A. RICH

OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

FIVE BEDFORD QL 4 by 4 950 gal. refuellers, price £175 each.

FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.

FIVE BEDFORD Model OY 5-ton fixed-side trucks, price £95 each.

FIVE BEDFORD 200-gal. water tankers, price £90 each.

FIVE AUSTIN 4 by 4 fixed-side trucks, price £100 each.

FIVE BEDFORD QL 4 by 4 chassis and cabs, price £120 each.

FIVE KARRIER 4 by 4 fixed-side trucks, fitted winches and cable, price £145 each.

FIVE FORDSON 12-model 6-wheeler chassis and cabs (mileage under 200), price £100 each.

TWO THORNYCROFT 4 by 4 trucks, fitted 8-cylinder 30 10-cwt. 2-wheeled trailers, fitted steel bodies and 600 by 16 tyre equipment, price £20 each.

COLDHAMS LANE, Cherryhinton, Cambridge. Phone 87597. 791-06793

WALSH BROS. (BLACKBURN), LTD

CENTRAL GARAGES.

BLACKBURN.

Phone 4004.

MAIN FORD DEALERS

1955 Thames 5-ton long-wheelbase R/S/M 4D truck, reconditioned throughout and repainted maroon, well typed, one owner, sold with three months' warranty, a grand truck, bargain, £495.

1951 AUSTIN 25-cwt. large capacity flat with H.L.B., reconditioned and repainted blue and red, cab, etc., in good condition, all good tyres, drive away at £185.

1947 DODGE 2 1/2-ton flat with tilt and sheet, one very careful owner, always carried light, mechanically very sound in wonderful condition throughout, offers over £100. 790-83

PARSONS AND PARSONS (GARAGES), LTD.

1956 BEDFORD CA van, £195.

1954 BEDFORD 7-ton drop-side truck, petrol, £425.

1951 BEDFORD 7-ton long-wheelbase 5-type, petrol, £325.

1948 BEDFORD 5-ton long-wheelbase truck, petrol, £200.

1952 BEDFORD truck, Scammell tractor, Comet engine, diesel, £640.

1956 BEDFORD CA van, £165.

1954 BEDFORD CA van, £275.

1953 FORD, two, P6 diesel short-wheelbase tippers, 7 cu. yd. and 8 cu. yd., can be modified to 5 yd., £375 each.

SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.

PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.

PHONE, POTTER STREET 121-2-3. 790-48

BARNARDS OF STOWMARKET.

OFFER:—

1947 A.E.C. 4 by 4 Matador diesel truck, £625.

1953 BEDFORD forward-control 7-ton short-wheelbase steel-body tipper, £400.

1951 DODGE P6 diesel long-wheelbase, fitted with 5-speed gearbox, 2-speed axle, 8.25 by 20 tyres (good condition), £465.

1952 DODGE, petrol, model 125, cattle lorry, fitted with 17-ft. 6-in. body, £485.

1952 DODGE P6 diesel medium-wheelbase tipper, fitted with 12-ft. body, 8.25 by 20 tyres, £525.

1955 DODGE P6 diesel long-wheelbase, fitted with 5-speed gearbox, single-speed axle, 8.25 by 20 tyres (good condition), 16-ft. 6-in. platform body (sides available), £575.

1955 DODGE P6 diesel long-wheelbase, fitted with 5-speed gearbox, single-speed axle, 36 by 8 tyres, 16-ft. 6-in. platform body (sides available), £575.

1955 B.M.C. single-speed axle, 8.25 by 20 tyres, 21-ft. alloy drop-side body, £785.

1949 VULCAN, choice of three, with P6 engine, from £325.

1949 COMMER long-wheelbase truck, fitted with P6, diesel engine, £150.

LONG-WHEELBASE Bedford and Austin 5-ton tippers, from £225.

BEDFORD 5-ton petrol long-wheelbase trucks, from £265.

10-TON SCAMMELL-HANDS trailer, £325.

8-TON SCAMMELL trailer, £220.

1948 FODEN 8-wheeler, reconditioned engine, oil heel brakes, platform body, with special A licence Eastern Area, £3,250.

PHONE, Stowmarket (Suffolk) 621 five lines. 790-33

Used Goods Vehicles (contd.)

THE CHESTER ENGINEERING CO., LTD.

CITY ROAD, CHESTER.

Phone 23477.

COMMERCIAL VEHICLES.

VANS AND UTILITIES.

1957, September, BEDFORD-KENEX Kenobus conversion, in mist grey.

1956, March, May, BEDFORD 10-12-cwt. vans, in dark green, choice of three.

1956, April, BEDFORD 10-12-cwt. van, with Kenex Roadmaster 12-seater conversion, in blue and grey.

December, BEDFORD 10-12-cwt. Martin Walter, Workobus conversion, in cream and beige.

1956, August, BEDFORD-LEVER Vantobus, in dark green with brown upholstery.

1956, August, BEDFORD 10-12-cwt. van, fitted with chrome tub caps, bumper bar and radio.

1956, June, BEDFORD 10-12-cwt. van with Hawson 200-cu.-ft. body, in maroon.

1956, September, FORDSON 10-cwt. van, in blue.

1955, March, BEDFORD 10-12-cwt. van, in cream and brown.

1955, January, HILLMAN Husky, in green with green upholstery, fitted heater.

1955, May, BEDFORD 10-12-cwt. Canopy pick-up truck, in dark blue.

1954, June, MORRIS 10-cwt. personnel carrier, in green and black.

1953, March, BEDFORD 10-12-cwt. van, in green.

1953, June, BEDFORD 10-12-cwt. van, in cream and brown, fitted indicators.

1951, December, BEDFORD 30-cwt. Spurling van, in green.

1949, December, AUSTIN 10-cwt. van, in cream and brown.

TRUCKS AND TRACTOR UNITS.

1955, June, BEDFORD 7-ton long-wheelbase R6 chassis and cab in red, with reconditioned engine.

1955, October, BEDFORD 5-ton long-wheelbase petrol chassis-cab, with twin-ram hydraulic gear, mounted on 7.50 by 20 tyres, fitted with 15-ft. 6-in. panel-sided body.

1955, March, DODGE 6-ton long-wheelbase chassis-cab with container-type cattle-truck body, mechanically sound, repainted in green, mounted on 7.50 by 20 tyre equipment.

1954, March, BEDFORD 5-ton long-wheelbase petrol standard 14-ft. double-drop-side truck, in black, 7.50 by 20 tyres, all good.

1954, January, BEDFORD 7-ton long-wheelbase R6 platform truck, in black and red, mounted on 36 by 8 tyre equipment.

1954, March, BEDFORD 5-ton long-wheelbase petrol chassis-cab, fitted with Edbro 2 L34 power-operated hydraulic end-tipping gear and 12-ft. tipping body with 2-ft. panel sides, mounted on 7.50 by 20 12-ply tyre equipment.

1954, January, BEDFORD 7-ton short-wheelbase 6-cu.-yd. all-steel dumper tipper, in red, with Weston gear, mounted on 8.25 by 20 12-ply tyre equipment, fitted reconditioned engine (petrol).

1947, Rebuilt 1953 BEDFORD 5-ton long-wheelbase chassis-cab, in green and red, with fixed cattle-truck body, spring-loaded loading ramp, mounted on 7.50 by 20 tyre equipment.

1953, June, MORRIS 5-ton long-wheelbase diesel flat platform truck, in blue.

1953, BEDFORD 5-ton long-wheelbase petrol, with Edbro single-ram tipping gear, 12-ft. panel-sided tipping body, in red.

1952, June, BEDFORD 5-ton long-wheelbase chassis-cab, fitted Perkins P6 diesel engine, 7.50 by 20 tyre equipment, boxvan body with rear roller-shutter door, in dark blue.

1952, March, BEDFORD 7-ton long-wheelbase petrol chassis and cab, in grey.

1951, February, BEDFORD 7-ton long-wheelbase petrol double-drop-side truck, in green.

1950, December, BEDFORD 5-ton long-wheelbase, fitted with platform body, in blue, mounted on 34 by 7 tyre equipment.

1950, CHEVROLET lime spreader, in green. 790-4

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BRAND-NEW Commer TS1, Albion Chieftain, Bedford B and similar 7-10-ton long-wheelbase lorries, with special A licences. East Midlands, North West, Metropolitan, South Eastern and Yorkshire areas.

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1958 Registered, BEDFORD artic, with special A licence for tractor and trailer; North West area; £1,650.

1957 DODGE diesel 6-7-ton, long-wheelbase drop-side lorry, 8.25 x 20 tyres, been carefully used and in immaculate condition with special A licence, 3 tons cwt., Metropolitan, South Eastern, Yorkshire and North Western areas; £1,975.

1955 BEDFORD diesel, 7-ton long-wheelbase lorries, clean and good condition with special A licences, East Midlands area; choice of two, each £1,550.

1957 BEDFORD, Vauxhall diesel 7-ton drop-side long-wheelbase lorry, 17 ft. 6 in. long, new tyres, immaculate condition, owner-driven with special A licence; Yorkshire and North Western areas; £1,950.

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1950 COMMER QX 7-ton long-wheelbase lorry, good runner, only £95.

1954 F.C. AUSTIN 5-6-ton long-wheelbase tipper, £375.

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- 1955 LEYLAND Comet forward-control short-wheelbase tipper, fitted with a steel 7-cu.-yd. calibrated body.
- 1955 AUSTIN diesel 3-ton, 14-ft. 5-in. timber flat.
- 1955 COMMERCIAL Q4 P6 long-wheelbase drop-side truck.
- 1949 COMMERCIAL Q4 5-ton van.
- 1953 LEYLAND Comet long-wheelbase timber flat.
- 1957 February, AUSTIN 3-ton, B.M.C. diesel engine, timber platform.
- 1950 LEYLAND Lynx, alloy platform body.
- 1950 Leyland Comet, 15-ft. 10-in. timber double-drop-side.
- 1948 MORRIS Commercial 15-cwt. van.
- 1956 LEYLAND Comet long-wheelbase 18-ft. 6-in. alloy platform body.
- 1953 DODGE 6-ton P6, 15-ft. timber double-drop-side body.
- 1955 LEYLAND Comet short-wheelbase tipper, 7-cu.-yd. steel-lined timber body.
- 1956 B.M.C. 7-ton 16-ft. 4-in. timber double-drop-side.
- 1958 BEDFORD 6-ton normal-control, 6-cu.-yd. timber body.
- 1950 SEDDON 6-ton 15-ft. 10-in. timber platform.

If the vehicle you require is not amongst the above, please contact us as stocks are constantly changing.

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- 1954 LEYLAND Octopus 8-wheeler
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- 1956 ALBION Chieftain long-wheelbase.
- 1957 BEDFORD 7-ton diesel tippers, fitted with Leyland engines, choice of four.
- 1947 FODEN 8-wheeler

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- 1952 FORD Sussex, P6 engine, 20-ft. platform body.
- 1953 GUY Otter, P6 engine, 15-ft. platform body.
- 1955 GUY Otter, 4LK engine, 2-speed rear axle, 17-ft. platform, recently overhauled.
- 1954 FORD 5-ton, P6 engine, 15-ft. body.
- 1949 ALBION 6-wheeler, flat, 6-cyl. engine, 24-ft. platform.
- UNREGISTERED AUSTIN 4 x 4 petrol vehicle, ex M.O.S.
- 1942 LEYLAND TSC18 twin steer, 20-ft. platform.
- 1946 SEDDON P6 engine, 5-speed box, 17-ft. 6-in. flat.
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NEW FORD Trader 6D 152-in., £1,233.

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- 1956 FORD 4D short-wheelbase tipper, £475.
- 1955 DENNIS Stork 15-ft. drop-side, £425.
- 1948 E.R.F. medium-wheelbase tipper, 5LW, latest 557 gearbox, etc., with 5 tone 5 cwt. special A licence Eastern, £2,050.
- 1952 SEDDON Carrimore 21-ft. platform, articulated unit, 10-12-tonner, £650.
- 1951 COMMERCIAL Q4 tractor unit, perpetuity, P6 B.T.C. coupling, complete, 20-ft. platform, 4-in-line 10-ton, £385 the lot.
- 1950 DODGE 105 17-ft. platform, £275.
- 1950 VULCAN, 17-ft. platform, £325.
- 1949 JENSEN 6-ton 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345.
- 1945 MAUDSLAY, 18-ft. platform, rough, £125.
- 1940 FODEN 16-ft. platform, £195.
- 1940 E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.
- 1946 ALBION CX1, Albion 4-cylinder diesel, 16-ft. platform, good runner, £200.
- 1954 SEDDON 7-ton 17-ft. platform, £425.
- 1954 SEDDON 3-4-tonner, 14-ft. platform with head and tailboard, Perkins P4, unladen weight 2 tons 5 cwt., taxed, £415.

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SEVERAL 5- and 6-cu.-yd. petrol tippers, from £75.

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- 1950 COMMERCIAL QX underfloor 16-ft. 6-in. drop-side, £175.
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- 1955 FORDSON 4D 4 cu. yd. standard tipper, £475.
- 1946 A.E.C. Monark, 21-ft. drop-side, £300.
- 1943 E.R.F. 8-ton long-wheelbase, 18-ft. drop-side truck, 7.7 engine, £300.

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- 1947 A.E.C. 8-wheeler platform with 7 tons 10 cwt. West Midlands special A licence.
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- 1956 COMMERCIAL TS3 tractor unit with Scammell coupling.
- 1956 DODGE model 145AR6 tipper with Boys third axle.
- 1955 DODGE 145AR6 diesel tipper.
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1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.

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ANY of the above machines can be supplied with Metro-pollution, East Midlands or North Western Area Special A licence.

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1956 SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.

1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-side body.

1951 ALBION Chieftain 16-ft. flat.

1949 FODEN 4-wheeler, fitted 4LW Gardner engine, 18-ft. flat.

1947 A.E.C. 6-wheeler 2,500-gal. tanker, with pump.

1957 September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.

1942 ATKINSON 8-wheeler, double-drive 6-cylinder engine, 19-ft. hydraulic tipper, recently rebuilt new cab and chassis.

1953 DODGE 7-ton 18-ft. drop-sided truck.

1956 DODGE 7-ton short-wheelbase hydraulic tipper.

1950 LEYLAND Comet long-wheelbase hydraulic tipper, choice of two, from £450.

1952 FODEN 8-wheeler, double-drive, fitted reconditioned latest type 2-stroke engine, 22-ft. steel body, outside chassis, Pilot tipping gear.

1946 FODEN 8-wheeler 24-ft. flat, Gardner engine.

1955 DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.

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- SEDDON 1954 MK. 5L tipper, good condition, £700.
- GUY Otter diesel long-wheelbase drop-side, 1953, first-class condition, £625.
- COMMERCIAL diesel tipper, 1954, good condition, £595.
- BEDFORD 1954 long-wheelbase diesel, tyre 80% good, vehicle in first-class condition, £585.
- FORD, 1953, P6, cattle truck body, tyre flat, £500.

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- 1946 AUSTIN 5-ton furniture van, in good order throughout, £65.
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- DODGE 5-ton truck, serviceable vehicle, £95.
- 1949 BEDFORD 2-3-ton truck, good mechanical condition, good tyres, re-collused, £145.
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- 1955 B.M.C. diesel 5-ton long-wheelbase platform.
- 1954 FODEN 6-wheeler platform, 2-stroke engine, 22-ft. platform body, speedometer reading 47,000, 96 by 25 tyres.
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MAUDSLAY 1948 7½-ton long-wheelbase platform, 4LW Gardner engine, good vehicle, 4 tons 14 cwt., licence expires October, 1959.

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BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine just fitted with new body, approximately 900 cu. ft., in primer, £1,000.
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BEDFORD 1953 A-type 5-ton standard long-wheelbase platform, one very careful owner since new, £400.
BEDFORD 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyres fair, ready for work, £550.
ERF. 1954, Twin Steer, SLW, 21-ft. drop-side, wood body, one owner, fitted with 10,000 by 20 tyres, in exceptional condition, £2,250.
BUY Otter, 1953, P6, 2-speed axle, platform, good condition throughout, £450.
SEDDON 1947 P6 long-wheelbase, double drop-side, £200.
SEDDON 1948, Gardner 4LK engine, very good condition throughout, £400.
DODGE 1956, P6, wood double drop-side body, exceptionally good vehicle, £600.

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YORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9,000 by 20 tyres, £725.
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BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.
TASKER platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, S.A.E. coupling, £600.
CARRIMORE 12-ton 25-ft. platform trailer, exceptionally good, air brakes, S.A.E. coupling, £450.
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COMMER 1952, P6, standard wood-body tipper, £400.
BEDFORD 1953 5-ton tipper, square body, good little wagon with four new tyres, £350.
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BEDFORD 1954 7-ton, R6, long wheelbase, Pilot twin front ram, wood drop-side, good condition, £650.
BEDFORD 1954 standard U-shaped tipper, fitted with Meadows 4-cylinder engine, fair condition throughout, £600.
BEDFORD 1953 7-ton, U-shaped steel body, R6 engine, fair condition throughout, very good buy at £475.
ATKINSON 1950, SLW Gardner engine, Pilot under-ram tipping gear and body in exceptionally good condition throughout, £750.
DODGE 1947, P6, medium-wheelbase wood-body tipper, £100.
VULCAN 1949, P6, standard tipper, £100.
BEDFORD 1953, petrol, 5-ton, steel body, excellent condition throughout, four new tyres, £325.

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1957 COMMER EDV, excellent condition, 10,000 miles, £375.
1941 COMMER 2½-ton Luton van, good runner, offers.
1953 COMMER Hands 10-ton articulators, P6 diesel engine, 2-speed axles.
1951 BEDFORD 5-ton drop-side, £175.
1956 BEDFORD 25-cwt. van, diesel, 17,000 miles, £450.
1949 FORD 2½-ton drop-side, cheap for quick sale.
1938 ALBION 8-tonner, SLW, rebuilt, £185.
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1958, June, 2½-ton Karrier Bantam diesel drop-side lorry, painted grey, on 650 by 20 tyres, excellent condition, used for demonstration only, mileage 3,000, cost £1,075, £695.
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1955 FORD 4D platform truck, diesel, blue, £425.
1951 COMMER 3½-ton drop-side truck, petrol, red, tilt, heater, £210.
1958 COMMER EDV, petrol, sea-test green, pearl grey, £465.
1957 COMMER express delivery van, petrol, antelope and pearl grey, £395.
1958 COMMER Cob van, petrol, grey, £425.
1958 (Late) COMMER 5-ton platform truck, diesel, blue, low mileage, £1,175.

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1945 FORDSON 4-ton van, brown, one owner, £99.
1950, November, Bradford van, green, mechanically sound, good tyres, £139.
1957 COMMER Cob light van, green, one owner, good condition, heater, £425.
1957 COMMER ED van, blue, one owner, as new, excellent condition, £425.
1936 BEDFORD drop-side truck, black, sound condition, £86.
1946 MORRIS-COMMERCIAL drop-side truck, green, one owner, £65.

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1955 COMMER EDV, fitted with side windows and passenger seats, small mileage, £375, 790-93.

ALBION 8-wheeler (fire damage to body), 6LW Gardner engine fitted, to clear, £325.
DENNIS Max long-wheelbase truck, diesel engine, 36 by 8 tyres, good condition, bargain at £325.
MAUDSLAY long-wheelbase 6-ton platform truck, good condition, diesel 4LW Gardner, cheap to clear, £300.
BEDFORD 1946, long-wheelbase, cattle truck with complete reconditioned engine fitted, bargain at £210.

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1957 BEDFORD 7-ton articulated, petrol, with 21-ft. Scammell trailer, with special A Metropolitan licence.
1957 B.M.C., small mileage, 16-ft. 6-in. alloy body, very clean.
1957 BEDFORD 7-ton, petrol, long wheelbase.
DODGE 1956, R6 engine, long wheelbase, Northern Area special A.
DODGE 1956, P6 engine, long wheelbase.
1957 BEDFORD artic., 1956, Scammell-coupling trailer.
1957 Metropolitan special A.
SEDDON, Dodge, Austin, B.M.C., all models, new vehicles.
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A.E.C. Matador 4 by 4, unregistered, petrol unit, all as new and complete with winch.

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1954 Guy Otter, P6, flat, £450. 1953 Guy Otter, P6, flat, £350. 1955 Ford Thames 4D flat, £400. 1947 E.R.F. tipper, 5LW, bent chassis, £250. 1954 late Dodge tipper, coal body, £750. 1939 Foden 6-wheel flat, £150. 1946 Seddon flat, £250. 1955 Seddon flat, £750. 1951 Sentinel 6-wheel flat, £900. Two special A licences, 11 cwt. each. Northern Area. Other Leylands, Dennis, etc. Part-exchange and hire-purchase. Brindley, Sharnford, near Hinckley, Leicester. Sapotee 225.

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£675. 1957 (model) B.M.C. diesel 10-ton Scammell tractor, 2-speed axle.

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£195. 1949 SEDDON 6-ton diesel lorry.

£250. 1950 FODEN 6-ton lorry, 4LK engine.

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1952 THORNYCROFT 8-wheeler, 6LW, drop-side.

1954 THORNYCROFT Trident long-wheelbase double-drop-side.

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BEDFORD 5-ton long-wheelbase tipper (A type), P6 engine, October, 1955.

BEDFORD 5-ton long-wheelbase with drop-side body, 1953.

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ALL these vehicles are working locally and can be seen any time.

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1955 AUSTIN A40 van, £320.

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A43

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1955 BEDFORD 7-ton long-wheelbase, £600.
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1955 COMMERCIAL Super van, £175.
1955 FORD 10-cwt. van with windows, £275.
1957 MORRIS 1-ton 14-seater LD1 Utilibus, £650.
1946 FORD 5-cwt. van, £105.
1956 FORD 10-cwt. van, one owner-driver, £295.
1957 FORD 10-cwt. van, £315.

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- 1956 FORDSON 7-cwt. van; choice of one other.
- 1954 FORDSON 10-cwt. goods van; choice of several other vans.

MORRIS

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- 1958 Registered MAUDSLAY Militant, long flat platform Gardner 4LW engine, £260.
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- 1956 SEDDON Mk XII F, P6 engine, long-wheelbase drop-sided body, Eaton 2-speed axle, wrap-round cab, 900 by 20 tyres.
- 1951 DODGE New short-wheelbase tipper, P6 engine, Eaton axle.
- 1948 SCAMMELL rigid 8-wheeler, 24-ft. 6-in. platform body, 40 by 8 tyres rear and 36 by 8 front.

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- BEDFORD 1947 long-wheelbase truck, £125.
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- AUSTIN 1948 2-ton 3-way loader van, £165.
- FORD 1952 E16 5-ton meat van, £200.
- AUSTIN 1949 3-way van, £95.

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- MAUDSLAY twin steer, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.
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- 1954 COMMER 5-ton van, in excellent condition, separate cab, C licence, £195 each.
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- 1953 FORDSON 2-ton diesel vans, excellent condition, choice of 12, £230 each.
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- 1953 FODEN 8-wheeler, 24-ft. platform body, £1,550.

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- 1954 FORD 5-ton diesel tipper, Perkins P6 engine, £600, £125.
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- 1954 GUY Otter with P6 engine.
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- 1950 GUY Otter, 4LK Gardner.
- 1952 GUY Otter, 4LK Gardner.

- NEW STANDARD van, 6 cwt.
- 1953 VAUXHALL Velox, £350, £75 deposit.
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AUSTIN taxi, £60.

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1953 THORNVCROFT Trusty 8-wheeler, 24-ft. 6-in. body, latest type Thornycroft engine.
1953 SEDDON, P6 engine, 10-ft. extension body; choice of two.
1951 E.R.F. 8-wheeler, 24-ft. 6-in. body, 6LW Gardner.
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1948 ALBION 8-wheeler, 24-ft. 6-in. body, Albion oil engine, double drive.
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1945 FODEN 8-wheeler, 24-ft. 6-in. body, 6LW Gardner, single drive.
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1958 WILLYS JEEP direct from U.S.A. available in U.K.; larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6.
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NEW Comet ECOS 2/2R with Anthony tipping gear and body.
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LEYLAND Comet Model ECOS2 4R with 19-ft. 6-in. double-drop-side body, available for immediate delivery.

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DELIVERY from stock, new MORRIS-COMMERCIAL 3-ton forward-control diesel long-wheelbase chassis cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 790-352

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THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent.
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A.E.C. 1951 Mark 4 underfloor 37-seater Burlingham coach, perfect condition, certified to 1961, choice of two, £1,250 each. Phone, 446 Stonehouse, Lanarkshire.
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OSWALD TILLOTSON, Summit Works, Burnley.
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AUSTIN 16-seater, 1952, full luxury coach, new engine, excellent condition, certificate of fitness 1961. Handy Coaches, Unwin Rd., Sutton-in-Ashfield. Phone 608.
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1950 BEDFORD Vista (29), excellent condition, certified 1960. £700. A. E. Bowyer and Son, Ltd., 26 High St., Northwich. Phone, Northwich 2666. 790-6914

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V. COLEMAN,

166 MAIN ROAD,
SUNDRIDGE, KENT.
Brasted 291.

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1954 BEDFORD 37-seater Yeates Riviera, courier seat, lift-up roof vents, one owner, excellent tyres, choice of two, certificates of fitness, 1962.

1952 BEDFORD 33-seater Duple Vega, 7-ft. 6-in. and 8-ft., choice of two, immaculate, certificates of fitness 1962.

1950 BEDFORD Duple Vistas, 27- and 29-seaters, from £250-£750. Choice of eight. 790-67

1954 BEDFORD, 36-seater full-luxury body, heater, radio and microphone, good, clean condition, certificate of fitness 1959. Elgar 5992. 790-229

BEDFORD full-front Plaxton 30-seaters, certificates of fitness 1959 to 1962, from £475. Broughtons, 1-5 Odessa Rd., E.7. Mar 1888. 790-242

BEDFORD Vista, 1948, 29-seater, immaculate condition, roll neck seats, recently painted, certificate of fitness November, 1961, real bargain, £325. H.P. terms arranged. Maryland 4994, for appointment. 790-379

1949 29-seater BEDFORD Duple Vista, good condition, cream, red, one owner, certificate of fitness August, 1959. £450. 790-379

1939 26-seater BEDFORD Duple Handonian, good condition, certificate of fitness August, 1959, cream, red, £150.

CARTERS COACHES, Plummers Plain, Horsham, Phone, Lower Beeding 244. 790-3612

£450 Only, 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960. Terms and exchanges, Wilde and Bennett, Ltd., 75 Station Rd., Hatfield, Manchester. Phone, Glossop 2902-3, after hours, 356. 790-401

Bedford Wanted

41-SEATER luxury coach in really clean condition for cash. Oliver's Luxicoaches, Loughborough. Phone 4778. 790-xB3597

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BRISTOL single- and double-decker buses, SLW Gardner in first-class condition, from £150. Baylis, Lumberman Works, Lowfield Heath, Surrey. Horley 4536 or Liberty 3654. 790-240

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DAIMLER low-bridge double-deckers, 1944-5, powered with 7.7 A.E.C. engines, some fitted with doors and heater, £325. These buses have certificates of fitness and are in daily use. Wesley's Coach Services, Stoke Goldington, North Bucks. Phone 26. 790-77

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A. L. F. MOSELEY, 140 Knightthorpe Rd., Loughborough. Phone 4777. 790-xC3597

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1949 FODEN 32-seat luxury coach, Gardner 6LW engine, coachwork by King and Taylor, completely rebuilt in 1951, good condition, reasonable offers considered. Inspection and offers invited. Tarsias, Ltd., Stratford-on-Avon. Phone 65101. 790-6912

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OWING to the death of the managing director The Stratham Vale Luxury Coaches, Ltd., 1 Marian Rd., S.W.16, have for sale the following coaches: One TS4, fitted 1949 33-seater Harrington body; one TS7 fitted 1949 33-seater body; one PS2 1951 33-seater Harrington, dorsal fin. All the above are in excellent condition and ready to go to work. Pollards 1575. 792-x6949

ROYAL Tiger 37-seater Burlingham coach, perfect condition, new engine fitted, recently certified to 1961 choice of two, £1,400 each. Phone, Stonehouse 446, Lanarkshire. 790-67

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MAUDSLAY, 1949, 33-seater, first-class condition, A.E.C., 7.7 D.I. engine, roll neck tubular seating, recently painted, certificate of fitness May, 1962, real snip, £385. H.P. terms arranged. Maryland 4994 for appointment. 790-380

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FAULKNER'S (TRANSPORT), LTD.
WALLINGTON,
FAREHAM, HANTS.
Phone, Fareham 4234-5.

1945 46 GUY Arab 56-seater double-deckers with Gardner SLW engines, many with certificates of fitness, all in very good condition, choice of 15 from £225 each.

LEYLAND TS7 34-seater service buses, rebodied 1950, excellent condition throughout, choice of eight at £295 each.

LSO several A.E.C., Bristols, Bedfords, etc., suitable for workmen's buses. 791-6922

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MAIN VAUXHALL AND BEDFORD DEALERS,
HARVESTER HOUSE,
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Phone 3681 (10 lines).

1959 BEDFORD Duple 41-seater Super Vega, petrol engine, finished in red and grey, fitted heater, etc., ex-demonstration model, immediate delivery.

1959 BEDFORD Duple 30-seater bus, 300-cu.-in. diesel engine, finished in red and grey, fitted heater etc., ex-demonstration model, immediate delivery.

1955 BEDFORD Duple 36-seater coach, radio, heater, Perkins K6 engine, finished in red and cream.

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1949 COMMER, 30-seater Yeates body.

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MONMOUTH Depot.

1949 A.E.C. Mk. III 33-seater Burlingham coach.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.

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FOUR 1957 A.E.C. R ELIANCE,

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1956 41-seater BEDFORD Duple, red interior, ivory and ivory exterior, fitted radio, heaters and Formica side casing, £2,800.

1956 41-seater BEDFORD Burlingham, red interior, ivory and blue exterior, fitted radio and heaters, £2,750. Choice of three.

1955 36-seater BEDFORD Duple, green interior, green exterior, fitted with every available extra, £2,550.

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1954 36-seater BEDFORD Burlingham, red interior, maroon and ivory exterior, fitted radio and heater, £2,000.

1954 38-seater BEDFORD Duple, red interior, maroon and ivory exterior, fitted heaters, £2,000.

1953 36-seater BEDFORD Yeates, blue exterior, fitted quarter roof lights, tubular racks, £2,000.

1952 34-seater and courier BEDFORD Duple, red interior, fitted heaters, £1,650.

1952 35-seater and courier BEDFORD Plaxton, red interior, maroon and ivory exterior, fitted heaters, £1,650.

1951 37-seater and courier MAUDSLAY (A.E.C. 7.7), Mann Egerton, grey and red interior, red and grey exterior, fitted radio and heaters, £1,200.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.

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PART-EXCHANGES, including cars or vans. 790-94

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BEDFORD driver-operated door gears for Vista and Vega, fitted and supplied.

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IMMEDIATE DELIVERY FROM STOCK—

NEW BEDFORD Duple 41-seater full luxury coaches,
petrol or diesel, exterior to requirements.
NEW BEDFORD Plaxton 41-seater coach, exterior in
red and cream with seats in red patterned moquette.

USED COACHES.

WE HAVE A WONDERFUL SELECTION OF USED
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moquette, outstanding machine at reasonable price.
- 1951** COMMERCIAL Plaxton 31-seater coach, exterior in
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certificate of fitness April, 1961; this is a
very up-to-date in appearance coach at a very
reasonable price.
- 1956** BEDFORD Plaxton 37-seater coach, exterior
two shades of blue, seats in contemporary check
patterned moquette, radio, speaker, Formica side casings,
excellent condition.
- 1955** LEYLAND Comet Duple 36-seater coaches with
exteriors in maroon and silver, seating in fawn
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exterior in red and cream with seating in
green patterned moquette, outstanding machine at
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of fitness December, 1961, exterior cream and
green with seats in dark blue patterned moquette,
excellent condition and very good example of this very
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EXCELLENT selection of A.E.C., Albion and Foden
33-seater half-cab machines in extremely good
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56-seater with Dunlopillo seating, metal bodies,
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THE above vehicles are as new in every respect.

HIRE-PURCHASE willingly arranged at low deposit.

TWO LEYLAND PD1 double-decker buses, 56-seaters, all
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coachwork, centre or front entrance, vacuum or air
brakes, finished to inspections.

COMPREHENSIVE RANGE OF

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- 1951** BEDFORD 29-seater Vistas, certificates of fitness
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- 1950** BEDFORD 29-seater Vistas, certificate of fitness
1959-60; choice of two.
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Duple, sliding roof, heater, new tyres
all round, red moquette, exterior red, maroon, white,
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- 1950** July, GUY Vixen, 29-seater Thurmond body,
blue moquette, exterior blue, certificate of
fitness to 1959.
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upholstery, exterior maroon-cream, certificate
of fitness to August, 1960.
- 1949.** May, CROSSLEY 33-seater, Duple body, red
fawn moquette, exterior red-cream, certificate
of fitness to May, 1959.
- 1949** June, CROSSLEY 33-seater Whitson coach,
red moquette, maroon-cream exterior, clock,
heater, top sliding windows, sliding roof, certificate of
fitness to July, 1959.
- 1949** July, AUSTIN 29-seater Whitson, autumn time
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radio, certificate of fitness May, 1959.
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grey floral moquette, exterior grey-green, certificate
of fitness November, 1959.
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moquette, exterior blue-stone.
- 1948** FODEN 33-seater luxury coaches; choice of two.
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May, 1959.
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1951 LEYLAND PS2, full-fronted, good condition,

35-seater, certificate of fitness 1961.

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Meadows diesel engine.

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1952 BEDFORD Super Vega, 33 seats, fitted radio
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1956 BEDFORD Duple, cream and blue exterior,
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mileage 42,000, choice of two, £2,700 each.

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tint interior, grey and blue exterior, fitted large
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mechanical and body condition, certificates of fitness to
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1948 BRISTOL saloons, choice of 10, fitted Eastern
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certificates of fitness to 1960, price £550 each.

1950 GUY, choice of two, fitted 33-seater Duple
luxury bodies with full luxury high-backed
leather and moquette seating, with 10-litre Meadows
diesel engine in excellent mechanical and body
condition, certificate of fitness to 1959-60, price £295.

1949 CROSSLEY, choice of two, Plaxton 33-seater
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diesel engine in immaculate mechanical and body condi-
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1947 DENNIS, fitted with 33-seater Duple luxury
coach body with high-backed leather and
moquette seating, 6-cylinder Mark 10 Dennis diesel engine
in excellent mechanical and body condition, certificate of
fitness October, 1959, price £275.

1946 MAUDSLAY, fitted with 35-seater luxury Bur-
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moquette full luxury seating, 6-cylinder A.E.C. diesel engine
in excellent mechanical and body condition, certificate of
fitness to December, 1960, price £295.

1949 BEDFORD, choice of two, fitted with 29-seater
Duple coach body, full luxury leather and
moquette Dunlopillo seating, in excellent mechanical and
body condition, certificate of fitness to 1961, price £200.

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diesel engines, in excellent mechanical and body condition,
certificate of fitness to 1960, price £300 each.

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good mechanical and body condition, several chassis only,
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body condition, certificates of fitness expire 1959-60,
several with tickets nearly expired, will all recertify,
price to clear £175-£200 each.

LEYLAND, A.E.C. Bristols, etc., over 50 high- and
low-bridge double-deckers just come into stock. 1948
bodies, Leyland Metcam, etc., varying certificates of
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1957 BEDFORD, petrol, 41-seater Plaxton.

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1953 Rebuilt LEYLAND PS2, 35-seater, full-front

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1949 LEYLAND PS2, 33-seater Harrington.

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1956 discs and throughout

1951 certificate

1953 of fitness

1952 clean con

1952 good clea

1952 good clea

1951 good clea

1951 heaters, c

1951 quarters,

1950 of fitness

1950 1960.

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1950 clean con

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1948 throughout

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1955 mechanical

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1949 fitness mid

LEYLAND

Harrington

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seating, larg

sliding door

condition, c

price £350-

1948 low-vision

1948-49 boxes, in e

7.7 A.E.C.

condition,

1940-39 good mecha

price £175

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engines, 5-

body condit

several ticke

clear, £175.

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price £400.

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LONDON COMMERCIAL DEALERS.

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1955 **COMMER** TS3 Plaxton bodies, 39- and 41-seaters, certificates of fitness.
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1953 **BEDFORD** 35-seater Duple, trimmed in red, finished cream and red.
1952 **BEDFORD**, 37 seats, Gurney Nutting body, certificate of fitness 1962.
1952 **BEDFORD** Duple, 33 seats, upholstered in red, finished in maroon, certificate of fitness 1962.
1951 **LEYLAND** Royal Tiger 41-seater, mounted Strachan body 8 ft. wide, air brakes, choice of two, certificates of fitness 1961.
1951 **A.E.C.** Mk. IV Burlingham Scagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificates of fitness 1960.
1942 **DAIMLER** 7.7 or Gardner 5LW, choice of several, certificates of fitness, from £195.
1943 **45 GUY**, 55 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness, from £195.
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Smallwood 225, 226.

1957 **COMMER** TS3, 41-seater Duple body, choice of two.
1957 **COMMER** TS3, 41-seater Plaxton body.
1955 **COMMER** TS3, 41-seater Plaxton body.
1952 **A.E.C.** Mk. VI 39-seater Burlingham body, recently fitted new engine, certificate of fitness 1963.
1952 **BEDFORD**, petrol, 35-seater Duple body.
1952 **BEDFORD**, petrol, 28-seater Duple body. Continental type, individual seating, tubular racks and quarter lights.
1950 **LEYLAND** PSI full-front, very clean.
1950 **BEDFORD** Vista.
1950 **DENNIS** 33-seater, Davis body.
1949 **DENNIS** 35-seater, Duple body.
1949 **TILLING-STEVENS**, 6LW Gardner, in good condition.
1949 **BEDFORD** Vista.
WE are now taking orders for the coming season. Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

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NEW **1959** **COMMER** TS3 diesel 41-seater Plaxton (Consort, M.A.2. IV, completed to own specification).
NEW **1959** model **BEDFORD** (petrol) 41-seater Plaxton Consort, heater, radio, contemporary moquette.
NEW **1954** **ALKINSON** L344 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
1957 **BEDFORD** SB (petrol engine) 41-seater Duple Super Vega, ivory-black, heater fitted.
1955 **COMMER** TS3 diesel 41-seater Plaxton, amber quarter lights, heater, radio, ivory-black.
1955 **COMMER** TS3 diesel 39-seater Plaxton, heater, radio.
1954 **BEDFORD** 36 h.p. petrol, 36-seater Burlingham Scagull, heater, radio, cream-black.
1953 **BEDFORD** SB (petrol) 33-seater Yeates, heater, radio, cream-brown, certified 1963.
1951 **BEDFORD** SB (petrol) 35-seater Plaxton Ventura, certified 1961, cream-red.
1951 **A.E.C.** Royal Mark IV 9.6 underfloor 41-seater Yeates, heater, radio, ivory-black.
1951 **A.E.C.** Royal Mark IV (9.6 underfloor) 37-seater Burlingham Seavall, reconditioned engine.
1951 **ALBION** Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue.
1950 **LEYLAND** PSI (7.4-litre) 33-seater Burlingham full-front, heater, radio, ivory-black.
1947 **LEYLAND** PSI (7.4-litre) 33-seater Burlingham full-front (1950 coachwork), £775.
1946 **45 DAIMLER** CVD6 (A.E.C. 7.7 diesel) 56-seater Mavey double-decker, choice three.
HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, L. TD.
Phone, Wakefield 6051-5. 790-392

2 **1950** **A.E.C.** double-deckers, high-bridge bodies by Cravens, Sheffield, certificate of fitness 1963, good condition throughout.
1 **1958** **AUSTIN** 12-seater omnicoach, certificate of fitness 1965, new condition. Apply: Muirhall Garage, Salisbury. Phone, Salisbury 207. 790-6940

1952 **TILLING-STEVENS** 37 Thurnood, certificate of fitness May 1962, £800; 1952 Bedford 33 Duple, certificate of fitness October, 1961, £1,250; 1950 Commer Avenger 33 Kingsley Taylor, certificate of fitness May, 1960, £610; 1949 Bedford 29 Duple, certificate of fitness April, 1959, £620; 1947 Bedford 29 Duple, certificate of fitness August, 1961, £250. Lawford Service Station, Manningtree, Essex. Phone, Manningtree 113. 790-x3214

DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.
Q **Metro-Cam** bodies, certificates of fitness to 1960, first registered 1946, £275 each.
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1949, Five A.E.C. single-deck 33-seater buses, 9.6 engines. 790-92

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1949 **FODIN** 5-cylinder Gardner, Duple 33-35-seater, new return certificate of fitness 1962, £585.
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1949 **COMMER**, 29-seater, high-back, excellent condition.
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WANTED, scrap, single- and double-decker buses, coaches; also buses without engines. We collect anywhere. Prestons, 14 Frederick Rd., Salford, 6, Lancs. Phone, Pendleton 3968. 790-6944

Used Passenger Vehicles (contd.)

B **EDFORD** 1956-57-58 41-seaters and Leyland or A.E.C. 41-seaters 1952-57-58.
CONWAY HUNT, LTD., Brox Rd., Ottershaw, Phone, Ottershaw 461. 790-322
BOYS' club (London) wishes to purchase cheap second-hand bus for camps etc. Write Box CM908, care of The Commercial Motor. 790-x3551
A.E.C. Or Leyland underfloor 44-seater service saloon in clean condition. Details Box CM907, care of The Commercial Motor. 790-x3597

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SILVER LINE MOTORS,
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ARE NOW TAKING ORDERS FOR

NEW 1959 BEDFORD
29- TO 41-SEATER COACHES
TO CUSTOMER'S OWN SPECIFICATION.
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DON EVERALL (COMMERCIAL VEHICLES), L. TD.,

34 CLEVELAND ROAD,
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INQUIRIES INVITED FOR 1959 **COMMER** ROOTES DIESEL 41-SEATER COACHES, BODIES BY DUPLE, PLAXTON OR BURLINGHAM. EARLY DELIVERY ASSURED. 790-156

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ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-made appearance and ideal weight distribution.
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NEW **SCAMMELL** trailers, early delivery.
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ARTICULATED vehicles our speciality.
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Miscellaneous Vehicles (contd.)

JENTUG 2-ton articulated lorry, good condition, tyres, etc., £120 o.n.o. Prove Bros., Ltd., 126-130 Rickmansworth Rd., Watford 26800. 790-1

A Large selection of articulated vehicles always in stock. 1-tonner to 100-tonner, including a wide variety of types. Let us know your requirements. Terms and exchanges.
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BREAKDOWN VEHICLES

6 x 6 ex-W.D. A.E.C. petrol/diesel chassis-cabs, winches optional, also ex-W.D. Austin 6 x 4 recovery trucks Cunney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 772-844

Breakdown Vehicles Wanted

HEAVY-DUTY breakdown vehicle, twin rear wheels, complete with jib and power winch, diesel. Full details, Gregory of Uxbridge, Ltd., 53 High St, Phone, Uxbridge 6432-5. 791-6933

CATTLE CONVEYORS AND HORSEBOXES

G. C. SMITH (COACHWORKS), Long Wharton, Leighton Buzzard, Beds. Specialists in horseboxes and livestock bodies. Phone, Hatfield 291-2. 791-998

1956 **FORD** 4D fitted with metal-lined cattle container body and meat hanging hooks.
WHALEBONE MOTORS, LTD., 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 790-279

Miscellaneous Vehicles (contd.)

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A NAME WORTH KNOWING.

CUNDEY AND STEWART, L. TD.,
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AUSTIN 6 by 4 chassis, £85 each. E.A.A., Ltd. Tring 3146.
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BEDFORD 4 by 2, Army reconditioned, £125.
BEDFORD 4 by 4, Army reconditioned, £125.
PERCY SLEMAN, LTD., 38 Usbridge Rd., Ealing, W.5. Phone Ealing 7987; Usbridge 5032, after hours, Western 1321.
790-385

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis 600 to 2,000 cu ft., prices from £295; 2-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851.
ALWAYS a good selection of pantechnic and boxvans from 900-1,200 cu. ft. capacity—Guy Vixen, Austin, Morris, etc. Contact the van specialists: Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667.
BRAND-NEW 1959 Bedford diesel, 1,600- and 1,400-cu-ft. Luton vans, available for January 1 delivery. Coaches and Components, Ltd., 92-94 Stamford Hill, N.16. Stamford Hill 8444.
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SAUNDERS for your AUSTIN, available for immediate delivery, new Austin 5-ton forward-control chassis, cab with B.M.L. 5-1 diesel engines, fitted with 1,250-cu-ft. capacity Luton body, fibre-glass roof, walk-up tailboard, rear shutter, rub rails, painted and ready for delivery.

H. A. SAUNDERS, LTD.

836-842 HIGH RD., FINCHLEY, LONDON, N.12.
 Hill 5272, ext. 22. **790-81**

1952 BEDFORD 1,500-cu.-ft. capacity Luton van, in good running order, £275.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-139**

BEDFORD-SCAMMELL pantechnic trailer, large-capacity body in very good order.

1951 JENSEN diesel 1,800-cu.-ft. pantechnic, in low loading, in excellent running order and in good and clean condition, all-metal body, one owner since new, well maintained, £385.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-153**

1949 Thames ET6 Luton van, approx. 1,000 cu. ft., converted to 4D engine 1956, £250. Henry Oliver, Ltd., Ford Distributors, 73-83 Bridge St., Northampton. Phone 3510. **790-XA3595**

FOR sale, 1954 DODGE 7-ton diesel pantechnic, Model 144 R6, approximately 1,100 cu. ft. body space, new tyres, first-class condition, Hamilton Star, Ltd., Checkendon, Reading. **790-X604**

NEW FORD 4D diesel 3-ton long-wheelbase chassis, fitted new 1,000-cu.-ft. low-loading Luton body with rear doors, grey primer, £325. Ready for immediate use.
OKATHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1923. **790-277**

MOBILE SHOPS, CANTEENS, ETC.

KARRIER Bantams, ex-Government, unregistered, fitted to your order with brand-new mobile shop, canteen or fish and chip saloon bodywork, including modern cab with wrap-round screens. Deferred terms. Contact the manufacturers and make substantial saving on outlay.
S. H. Wyatt (Coachbuilders), Ltd., Bank St., Cheshire, Staffs. Phone, Cheshire 3155. **790-6876**

BEDFORD 12-cwt., Bedford 3-4-ton, Fordson, side entrance, Morris and Austin, from £100 to £550. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2, Gladstone 2526. **790-21**

NEW mobile shops fitted Jennings body. Prices on quotation. Les Gleave, Ltd., Fourways Garage, Arclid, near Sandbach, Cheshire. Smallwood 225, 226. **790-497**

Mobile Shops, Canteens, etc., Wanted

WANTED, mobile shops, canteens and modern 30-cwt. vans, good prices paid. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2, Gladstone 2526. **790-20**

TANK WAGONS

UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal and Bedford QL 4 x 4 900-gal fuelers; also 900-gal Bower trailers. Cuddey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. **222-636**

SPIRIT, oil, tar and stainless-steel tanks, tankers, A tanker trailers, guily and cesspit emptiers, large number. Numerous storage tanks, all sizes. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2447. **222-797**

1954 THORNYCROFT 8-wheeler, 3,600-gallon fuel tank, air brakes, in excellent condition throughout, one owner since new, £1,400.
SCAMMELL 2,500-gallon articulated tanker trailer, £375.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-149**

WHALEBONE MOTORS, LTD., offer—

SEVERAL large-capacity articulated road tank trailers, 14,000 by 20 tyres, Scammell coupling, 313 Chelmsford Rd., Mountnessing, near Brentwood. Phone, Brentwood 044. **790-278**

Miscellaneous Vehicles (cont'd.)

1949 BEDFORD articulator, 1,500 gal., three compartments.

1951 BEDFORD, 1,000 gal., two compartments, with pump.

1948 DENNIS, 1,500 gal., three compartments, with pump.
BEDFORD QL 4 by 4, 900 gal., refueller, complete with pumping equipment, unregistered, very clean, cheap.

BEDFORD 500-gal. tankers, with pumps, unregistered, from £165 each, very clean.
900-GAL. Bower trailers, excellent condition, complete with pumping equipment.

1,000-GAL. 3-compartments aluminium vehicle tank.

1,200-GAL. vehicle tank, two compartments.

1,200-GAL. vehicle tank, single compartment, lagged.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. **790-281**

1953 MORRIS 1,200-gal. tanker, three compartments, excellent condition, £345 o.n.o. Balham 3374. **790-328**

Tank Wagons Wanted

WANTED, 2,000-gal. or 1,800-gal. vehicle tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. **790-422**

TIPPING LORRIES

W.E.M. MOTORS (Wimbledon) have the following tipping lorries in stock for immediate delivery. H.P. arranged, part-exchanges welcomed—
BEDFORD 1956 S-type 7-8-ton 8-cu.-yd. steel-bodied tipper with Perkins modified R6 engine, clean condition, excellent tyres, £795.

BEDFORD 1954, S, short-wheelbase Weston petrol-engined tipper, new 7-yd. body, good tyres, recent exchanged gearbox, £395.

DENNIS 1949 Max diesel, on new tyres, fitted over-riding, 8-yd. steel-bodied tipper, mechanically sound, new brakes, £495.

BEDFORD, 1953 long-wheelbase calibrated 5-yd. tipper with double drop-sides, late-type engine, on nearly new 8.25 by 20 twin tyres, £345.

W.E.M. MOTORS (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, 790-80. Cherrywood 4322-4568-1480.

1953 Thames ET7 diesel tipper, 5-yd. steel body, in good order, £225.

1953 Thames 5-yd. tipper, clean and good order, £150.

1953 Thames 5-yd. tipper, clean and in good order.

1951 FODEN 8-wheeler tipper, 6LW engine, twin-ram hoist, in good running order, £850.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-137**

BEDFORD 1948 5-ton tipper, excellent condition, £125. Below.

FORD 1953 4D diesel 5-ton high-sided tipper, excellent condition, very economical, £325. Below.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4913. **790-215**

BEDFORD, 1950, long-wheelbase tipper, drop-side, £140. Pirbright Garage Pirbright Rd., Southfields, S.W.18. Vandyke 6188. **790-232**

1947 COMMER Q4 short-wheelbase tipper, Perkins P6, very good engine, motor rough, £125. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. **790-237**

1956 6-ton P6 short-wheelbase tipper, first-class condition, low mileage, £750.

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4776-7. **790-261**

1956 COMMER T81 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.

CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771. **790-272**

1954 5-ton short-wheelbase BEDFORD tipper, metal body, specimen, £395.

1954, October, FORD Thames diesel tipper, 5-ton medium-wheelbase, £375.

1953 A-type BEDFORD 5-ton long-wheelbase tipper, spotless condition.

COPPELS MOTORS, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. **790-206**

1956 SEDDON short-wheelbase tipper, wood body, first-class condition, choice of two.

FODEN (ex M.O.S.) 6-wheeler, 6LW, double drive, fitted with new Pilot tipping gear and heavy duty dumper body, specification and photographs on request.

A.E.C. Matador (ex M.O.S.), 4-wheel drive, fitted dumper body, with new Pilot tipping gear and all-steel chassis, reinforced chassis, specification and photographs on request.

PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. **790-168**

1951 BEDFORD 5-yd. Anthony Steele body tipper, excellent condition, ready for work, £165. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. **790-313**

1948 BEDFORD 5-ton long-wheelbase tipper, Woods underfloor ram, perfect condition, ready for work, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. **790-314**

Tipping Lorries Wanted

7V Tipper, Tunnel Garage, Aveley. Phone, Purfleet 5331. **790-85**

TIPPERS wanted. DODGE, all models, 1955 onwards, low mileage. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. **790-346**

Miscellaneous Vehicles (cont'd.)

TRACTORS

1952 BEDFORD S-type 10-ton unit, R6 diesel engine S.A.E. coupling, in good running order, £350.

1948 E.R.F. articulated unit, SLW engine, new cab, 5-speed box, in very nice order throughout, £475.

1952 BEDFORD-SCAMMELL 10-ton S-type articulated unit, in very good running order, £225.

1956 BEDFORD articulated unit, in excellent order, very small mileage, one owner, £450.

1955 BEDFORD-SCAMMELL diesel articulated unit, in excellent running order, £400.

1954 BEDFORD-SCAMMELL S-type diesel articulated unit with new Comet 90 engine, the whole vehicle in excellent order, £550.

1954 BEDFORD-SCAMMELL A-type diesel articulated unit, in excellent running order, choice of 10 at £350 each.

1948 SCAMMELL 20-ton articulated tractor unit, Gardner 6LW engine, 6-speed box, in excellent order, one owner since new, recently fitted with brand-new cab and wings, £850.

1950 FODEN tractor, 6LW engine, 5-speed, in very nice order, £750.

1948 FODEN tractor unit, SLW engine, in excellent running order, very sound vehicle, £525.

ANY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **790-145**

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CENTRAL STATION BRIDGE ROAD, SOUTHAMPTON. Phone 24731.

SEDDON DIESEL DISTRIBUTORS. COMMER-KARRIER MAIN DEALERS (HEAVY).

PART EXCHANGES ARRANGED.

LATE 1955 SEDDON diesel Scammell tractor unit Mk. 18R, fitted with de luxe cab, Perkins modified R6 engine, good tyre equipment, one owner, choice of two.

1954, November, SCAMMELL Scarab mechanical horse, 6-ton, fitted with twin rear wheel, above average condition.

ALL the above vehicles are subject to new deposits. **790-388**

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ARTIC diesel tractor with two 24-ft. platforms and one box trailer, plus one petrol tractor. Offers and details to D. A. Mollard and Co., Ltd., Goods Depot, Station Rd., Edgware. **790-59**

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. **222-707**

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TASKERS new QD semi-trailers.

10-TON straight frame, in three lengths, 22 ft., 23 ft., and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive priced leaflet No. 1209.

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LONDON OFFICE: 36 VICTORIA STREET, S.W.1. Phone, Abbey 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4. Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS: DOUGLAS MUNRO AND CO., LTD., CHAPELHALL INDUSTRIAL ESTATE, CHAPELHALL, NEAR AIRDRIE, LANARKSHIRE. Phone, Airdrie 2691-2-3. **222-0687**

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OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform, pantechnics and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. **222-824**

ROGERS 40-ton, 24-wheeler, low-load trailer for sale, condition as new.

ERWIN AND CO., LTD., 15 King St., Maidstone. Phone 55922. **791-6943**

FOR sale, one B.T.C. 8-ton trailer, 18 ft., complete as new, done 1,000 miles, purchased 1957, tyres 10 by 20, £500, or nearest. Apply James Cropper and Co., Ltd., Burnside Mills, Kendal. **790-X3359**

TWO-WHEEL water tank trailers 250 and 500 gallon capacities, ex-U.S. Air Force, £25 to £40 each. W. and H. Eans, 45 Elizabeth St., Manchester, 8. Blackfriars 2949. **790-X3112**

Miscellaneous Vehicles (contd.)

10-TON low-loading trailer, 18-in. loading height, 14-ft. flat. Tring 3146. 790-74

TRAILER, 20-ton 16-wheeler, Ackerman steering. Acorn 6911. 790-129

LOW-LOADERS. We have several 10- and 12-ton low-loaders with knock-out axles in stock, also numerous semi-low-loaders.

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TWO B.T.C. trailers, 22-ft. body, in very good order, no further use for same; hire-purchase facilities. F. Crawford, Agric. Engrs., Moulton Chapel, Spalding, Lincs. Phone, Moulton Chapel 377-8. 790-96

ONE only HANDS 2-3-ton 4-wheeled tow-bar 20-ft. by 7-ft. by 8-ft. large capacity boxvan trailer, on 32 by 6 tyres, done only a few months' work, cost over £900 and offered at £345. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322-4508-1480. 790-78

8-TON flat platform Scammell trailer, one owner, as new, £200. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 790-213

Miscellaneous Vehicles (contd.)

8-TON Scammell drop-frame, low loader machinery trailer, 16-ft. well, £250. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 790-235

CROSSLEY low-loader, 15-ton, knock-out axle, £325. 790-192

WALKERS FILLING STATION, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 790-192

23-FT. and 25-ft. 11-ton trailers, as new, Scammell coupling, latest-type axle, 9.00 by 20 tyres. H.P. facilities available. Merriworth (Engineering) Ltd., Dartford 2810 and 2996. 790-364

NEW Scammell trailers for all purposes for quick delivery.

USED 6-ton drop-frame trailer on 10.50-16 single tyres.

E. J. BAKER AND CO. (DORKING), LTD., Phone, Dorking 3822. 790-289

8-10-TON B.T.C. 24-ft. platform trailer, four in line, on 7.50 by 20 tyres, Scammell undercarriage, condition good, £200.

APPLY Messrs. Y. J. Lovell and Son, Ltd., Plant and Transport Depot, Coronation Rd., Cressux, High Wycombe, Bucks. Phone 2305. 790-356

Miscellaneous Vehicles (contd.)

Trailers Wanted

TWO-WHEEL and 4-wheel trailers wanted, must have good tyres. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 790-25

23-FT. 10-ton Scammell trailer, fair price paid.

WALTON HAULAGE, 255 Walton Lane, Liverpool, 4. 790-211

WANTED, 35-ft. to 40-ft. semi-trailer with S.A.E. pin Woodcock's Transport (Chorley), Ltd., Cross Lane, Salford, 5. Phone, Pendleton 5333. 790-197

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned exchange service and spares. London Rd., Ware, Herts. Ware 489. 790-612

COMPLETELY reconditioned Scammell trailer undercarriage service; exchange, immediate delivery.

SCAMMELL coupling mechanism or unit reconditioned in two hours.

WRITE or phone for illustrated brochure.

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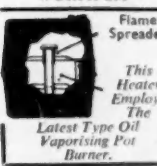
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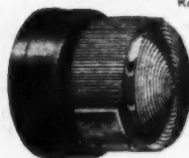
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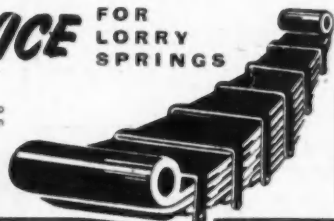
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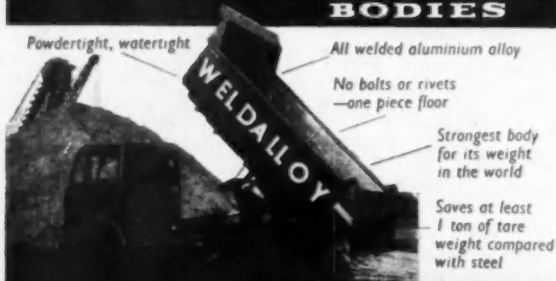
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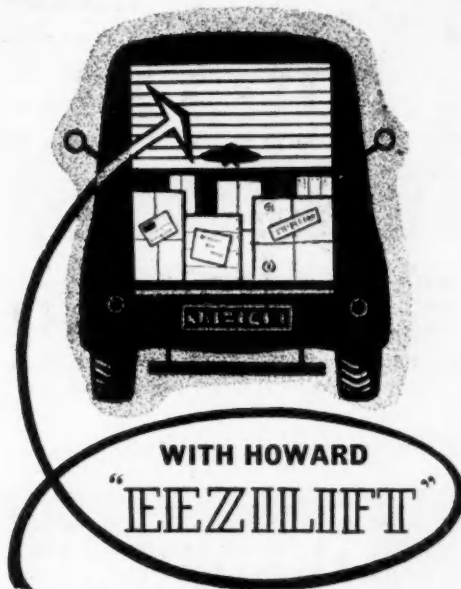
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